Vol. XLIV. No. 7618.

號十二月正年八十八百八千一英

HONGKONG, FRIDAY, JANUARY 20, 1888.

Established February, 1845.

日八初月二十年亥丁

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON :- F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & Co., 30, Cornhill. GORDON & Goron, Lulyate Circus, E.C. BATES Handy & Co., 37, Walbrook, E.C. Samuel Deagon & Co., 150 & 154, Leadenhall Street. W. M. WILLS, 151, Cannon Street, E.C.

PARIS AND EUROPE:-AMEDEI PRINCE & Co, 36, Rice Lafayette, Paris. NEW YORK :- ANDREW WIND, 21, Park SAN FRANCISCO and American Ports

generally :- BEAN & BLACK, San From-AUSTRALIA, TASMANIA, AND NEW ZEALAND :- GOBDON & GOTOR, Mel-

bourne and Sydney. CEYLON: -W. M. SMITH & Co., THE APOTHEGAMES Co., Colombo. SINGAPORE, STRAITS, &c.:-SAYLE & Co., Square, Singapore. C. HEINSZEN

CHINA :- Mucao, F. A. DE CRUZ. Swa- CHIPMASTERS and ENGINEERS are WALTH. Yokohama, LANE, CRAW-FORD & Co., and KELLY & Co.

> Hanks. NOTTOE.

TO ULES OF THE HONGKONG SAVINGS' BANK.

.- The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hougkong. Business hours on week-days, 10 to 3: Saturdays, 10

2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

. - 3. - Depositors in the Savings' Bank having 3100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest. -Interest at the rate of 34 per cent. per

annum will be allowed to depositors ou their daily balances written up at least twice a your, about Japan and San Francisco. the beginning of January and begin-

6 - Correspondence as to the business of the Bank if marked On Hongkong Savings' Bank Business is forwarded tree by the various British Post Offices in R E T I R I N G R O O M S Hongkong and China.

.- Withdrawals may be made on demand but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book

For the HONGRONG & SHANGHAL BANKING CORPORATION, T. JACKSON,

Chief Manager. Hougkong, September 1, 188 . HONGKONG & SHANGHAT BANKING

CORPORATION.

RESERVE LIABILITY OF PRO- 37,500,000 PRIETORS,.... COURT OF DIRECTORS. Chairman O. D. BOTTOMLEY, Esq. Denuty Chairman-Hon. J. BELL IRVING

W. H. F. DARBY, Esq. | Hon. A. P. McEwen. H. L. DALRYMPLE, S. C. MICHAELSEN, W. H. FORRES, Esq. J. S. Mosks, Esq. H. Hoppius, Esq. [Hon, F. D. Sassoon.

Hongkong,...... THOMAS JACKSON, Esq. Shanghai, Ewen Cameron. Esq. LONDON BANKERS .- Lowdon and Consta

CHIEF MANAGER

HONGKONG. INTEREST ALLOWED. N Ourrent Deposit Account at the rate of 2 por cent, per annum on the daily

On Fixed Deposits :-For 3 months, 3 per cent. per annum. g 4 per ceut. n 12 n 5 per cent. n n

LODAL BILLS DISCOUNTED. Oredits granted on approved Securities, and every description of Banking and Exchange business transacted. Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan,

T. JACKSON, Chief Manager. Hougkong, September 20, 1887. 363

Notices of Firms.

TIE Have authorised Mr. GUSTAY DEGENER BONING to SIGN OUT Firm by Procuration from this date, Hongkoug and China.

NOTIOE.

CARLOWITZ & Co. Hongkong, January 1, 1888.

NOTICE.

R. M. GROTE-has This Day been Admitted a PARTNER in our Firm. CHATER & VERNON. Hougkong, January 1, 1888.

NOTICE. THE INTEREST and RESPONSIBILITY O

Mr. ALFRED TIDSWELL DUVAL in our Firm grassplon the 31st December, on hand. DEACON & Co.

Canton, 7th January, 1888.

QUEEN FIRE INSURANCE COM-PANY.

1HE Undersigned, Agents for the above Company, are prepared to ACCEPT. KS against FIRE at Current Rates. NORTON & Co.; A gerila.

Hongkong, July 15, 1887.

Intimations.

PERSEVERANCE LODGE OF HONOKONG,

No. 1165. N Emergency MEETING of the above LODGE will be held in the Free-MASONS' HALL, Zetland Street, THIS EVENING, the 20th Instant, at 8.30, for 0 p.m. Visiting Bretheen are cordi-

Hongkong, January 20, 1888.

NOTIOE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

tow, Quelou & Co. Amoy, N. Moalle. respectfully informed that, if upon Poochow, Hence & Co. Shanghai, their arrival in this Harbour, NONE of LANE, CHAWFORD & Co.; and KELLY the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the HEAD OFFICE. No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dis-

D. GILLIES,

Secretary. Hongkong, August 25, 1885.

PEAK HOTEL, RESTAURANT, AND CAFE, Situated at THE TRAMWAY TERMINUS, VIOTORIA GAP.

1,250 FERT ABOVE SEA LEVEL. Commanding Fine Views of the Harbour and City, with a Southern Exposure, Warm in Winter, and a Constant Breeze in Summer.

TATR. WILLIAM THOMAS VI begs to intimate that he has NOW OPENED the above HOTEL, and is prepared to serve on the Shortest Notice. BREAKFASTS, LUNCHEONS and -Each Depositor will be supplied gratis DINNERS, AT FIXED PRICES, and a la carte, also all kinds of REFRESHMENTS, sented with each payment or with WINES, CAKES, CONFECTIONERY, drawal. Depositors must not make ICES, &c., served, and FOR SALE to Books but should send them to be the Luxuries of the season from the North,

> WINES, LIQUORS, BEER AND MINERAL WATERS of the Best Quality.

LADIES AND CHILDREN.

SEVERAL COMPORTABLE BEDROOMS. TELEPHONE No. 29. Hongkong, January 1, 1888.

P. & O. S. N. COMPANY. NOTICE TO PASSENGERS.

DASSENGERS can at the present time of the year engage Berths through to change of steamer or increase of fare. E. L. WOODIN

3rd December, 1887.

CHAS. J. GAUPP & Co., Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths. TAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES. RITCHIE'S LIQUID AND OTHER COMPASSES. ADMIRALTY & IMRAY CHARTS,

NAUTICAL BOOKS. English Silver & Electro-Plates Ware. Christofie & Co.'s ELECTRO-PLATED WARE.

GOLD & SILVER JEWELLERY in great variety. DIAMONDS

- AND -DIAMOND JEWELLERY, A Splendid Collection of the Latest London PATTERNS, at very moderate prices. 742

MENT EIGHT PER CENT. DOLLAR LOAN OF 1885.

THE CHINESE IMPERIAL GOVERN

THE THIRD AND FINAL DRAWING.

TOTIOE is HEREBY GIVEN, that the BONDS of the THIRD and FINAL DRAWING, and INTEREST thereon DUE and PAYABLE at the Office of the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, it Hongkong, on the Eighteenth day January, One thousand eight hundred and eighty-oight, will be Paid on and after that

For the CHARTERED BANK OF INDIA AUSTRALIA & CHINA, Agents Issuing the Loan, T. H. WHITEHEAD,

- Manager, Hongkong. Hongkong, January 18, 1888.

ANDREW JOHNSTON, Consulting Engineer, MARINE HOUSE, QUEEN'S ROAD.

DLANS and ESTIMATES prepared for LIGHT DRAUGET STEAMERS, STEAM LAUNCHES. MARINE ENGINES and BOILERS, and all other kinds of Machinery. A List of Steamers FOR SALE always

The Address as above. Hongkong, January 4, 1888.

J. D. KILEY, SAIL-MAKER. THENTS AWNINGS AND

FLAGS. No. 23, Praya Central, HONGKONG. Hongkong, Hovember 1, 1887.

Business Notices.

FOR SALE.

Smith's Glasgow Tobaccos:

MITH'S CUT NAVY

MITH'S FLAKED GOLD LEAF.

MITH'S GLASGOW MIXTURE.

LANE, CRAWFORD & Co.

Hongkong, January 9, 1888.

Hongkong, April 1, 1887.

HOTEL QUEEN'S ROAD CENTRAL, HONGKONG.

J. COOK, Proprietor. THE BOTEL IS CENTRALLY SITUATED AND WITHIN A FEW MINUTES' WALK FRO THE PRINCIPAL LANDING PLACES. GOOD ACCOMMODATION FOR VISITORS.

CHARGES MODERATE. TIFFIN at 1 o'Clock. DINNElt at 7.30. WELL VENTILATED BILLIARD ROOM. TIFFIN 50 CENTS. DINNER 75 CENTS. WINES, SPIRITS AND MALT LIQUORS OF THE VERY BEST QUALITY ONLY.

Victoria Hotel, Praya and Queen's Road Central, Hongkong.

TYHIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbons and within five minutes walk of the principal Government Offices (including the Post Office), Banks, &c , has recently been much enlarged and improved and is now ove of the principal Horaus in the place. The ROOMS are spacious, well vontilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL. The HOTEL also contains handsome and coinfortable Reception, READING, BILLIARD

and SMOKING ROOMS. The HOTEL is unsurpassed for comfort, convenience and quick service. Continental languages are spoken.

Messrs. DORABJEE & HING KEE,

Hongkong, September 16, 1885.

CASHMERE AND MERINO VESTS. CASHMERE AND MERINO COMBINATION

VICTORIA EXCHANGE, December 28, 1887.

CASHMERE HOSE, all sizes and colours. KNITTED WOOL PETTICOATS. KNITTED WOOL VESTS AND JACKETS. WOOL SHAWLS AND HOODS. KNITTED GAITERS AND BOOTAKINS. WOOL HATS AND TAM O' SHANTERS. (TELEPHONE 21).

FUR LINED KID GLOVES: WOOL-LINED SILK GLOVES. Children's GLOVES AND INFANTEES. WOOL CUFFS AND MITTS. FURLINED CLOARS. FOR CAPES AND MUFFS. DRESSING GOWNS AND JACKETS. FELT AND STRIPED PETTICOATS.

ROBERT LANG & CO.,

Tailors, Hatters, Shirtmakers & General Outfitters, QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

WINTER GOODS.

AMB'S WOOL and SHETLAND WOOL UNDERVESTS and PANTS, CARDIGAN JACKETS, Hand KNIT HOSE and 1-HOSE, CASHMERE MERINO and SILK 1-HOSE. BOOTS and SHOES from the best manufacturers. DRAB CLOTH SPATS. KID and WOOL-LINED GLOVES. TRAVELLING RUGS and SCOTCH PLAIDS. OVERLAND TRUNKS, PORTMANTEAUS and HAND-BAGS, &c.

TAILORING :- OVER-COATINGS, SUITING, AND TROU-SERING in large Variety of Materials. Hongkong, January 3, 1888.

Intimations.

SANITARY NOTIFICATION.

the NATIVE WASHERMEN for the December. Disinfection of all CLOTHES sent to their establishments, the public are invited healthiest in the town, facing the sea, and with a view to avoid damage being done to within a few minutes' walk of the Public fabrics of a delicately coloured nature to Offices and the Square. exercise judgment in sending such articles to the laundries, as there are certain hues of Boarders and Visitors have been taken which are affected by the chemical action of in every detail, and those frequenting it disinfectants,

WM. EDWARD CROW. Honorary Secretary to Sanitary Board. Hongkong, January 18, 1888.

DENTISTRY. FIRST CLASS WORKMANSHIP MODERATE FEES.

MR WONG TAI-FONG. Surgeon Dentist, (FORMERLY ARTICLED APPRENTICE AND LAT-TERLY ASSISTANT TO DE ROGERS,) A T the urgent request of his European and American patients and friends, 21 has TAKEN THE OFFICE formerly occupied by Dr. Rockes

> No. 2, DUDDELL STREET. CONSULTATION FREE Discount to missionaries and families. Sole Address

> 2, DUDDELL STREET. (Next to the New Oriental Book. Bongkong, January 12, 1865.

RAFFLES HOTEL, 2. Beach Road, Singapore.

Intimations.

TESSES: SARKIES BROTHERS have the honour to inform their FRIENDS and PATRONS that they have INSTRUCTIONS having been issued to OPENED the above HOTEL on the 1st of The Situation is one of the best and

> Great care and attention for the comfort will find every convenience and home com-

From the great experience Messrs SAR-KIES BROTHERS have gained in the 93 MANAGEMENT of the Eastern and the ORIENTAL HOTELS in Penang, and the success that has attended them, they are confident that the 'RAFFLES HOTEL' will meet a great want long felt in Singapore. The sole endeavour of the Proprietors will be to attend to the comfort of their Visirons.

> TERMS MODERATE. SARKIES BROTHERS, Proprietors.

21st December, 1887. THE BRITISH BARQUE NARDOO.

THE Undersigned being about to PUR-CHASE the BRITISH BARQUE Nordoe, the Transfer whereof will be effected within one month from this date hereby request all Persons having OLAIMS against the said Vessel to send Particulars of such Claims to the Undersigned on or before the 31st January, 1888. PEN KEE.

Hing Lang Street Hongkong, January 4, 1888.

Auctions.

OF HONGKONG.

Suit No. 3 of 1887. WILLIAM HOWELL FORBES AND OTHERS, PLANTIFFS, against THE

SHIP KITTY. THE Undersigned will (pursuant to a Commission for Sale issued herein) Sell by Public Auction, on SATURDAY.

the 21st day of January, 1888, at 11 o'Clock in the Forencon, on BOARD,-THE IRON BARQUE

KITTY, 224 Tous Register, classed As 1, at Lloyds, as she now lies affort in this Harbour. Length F. 177 7, Breadth F. 31 4, Depth F. 19 6.

The Kitty has Two Decks and Two Ires Bulkheads, was lengthened in 1869, had part New Upper Deck in 1882, and specially surveyed in London in the year 1884. The accommodation for Officers and crew is all above the weather Deck, the Vesse being entirely clear fore and aft for Cargo in her holds, and is fitted with a Raft Port

in each Bow for taking in Timber. Sizes of Ports each F. 4 I. 3 x F. 2 I. 6. The Kitty is well adapted for the Timber Trade, and is also a most suitable Vessel owing to her draft of water, and large carrying Capacity for Trading in the China and Japan Seas.

to Messra. WOTTON & DEACON, or the Undersigned A STEAM LAUNCH will leave Pedder's Wharf at 10.45 a.m., on the day of Sale. F. A. HAZELAND. Marshal of the Vice-Admiralty

For further Particulars apply on Board,

FURNITURE SALE.

Hongkong, January 14, 1888.

Court of Hongkong.

ANE, CRAWFORD & Co. have been instructed to Sell by Public Auction; at the Residence of the BORNED Co., LD., 15. Caine Road, on

SATURDAY. the 21st Instant, at 2 o'Clock p.m.,-

HOUSEHOLD FURNITURE comprising :-

Drawing Room : - CRETONNE-COVERED

WALNUT CHAIRS and Couches, TABLES, CHIFFORIER, MANTEL-PIECE MIRROR, CAR-VED TABLES, CUETAINS, ENGRAVINGS, OR-MOLU FENDER, CARPET, &C. Dining Room :- MOROCCO-COVERED MA-HOGANY CHAIRS, DINING TABLE, SIDEBOARD

WHATNOT, ELECTRO-PLATED GLASS SHO CROCKERY WARE. &C. Bedrooms :- MAHOGANY and OAK WARD-ROBES with MIRROR FRONT, OAK CHAIRS. DRESSING TABLES, WASHSTANDS, IRON and Brass Bedsteads, Cheval Glass, &c. Billiard Room :- BILLIARD TABLE, by LAZAMS & Co., BALLS, CUE-RACK and CUES. BENCHES, BILLIARD LAMP, &C.

ROSEWOOD COTTAGE PIANO, by B. H. LUNAU. A BROUGHAM BUILT, by BOOKER.

TREMS OF SALE. -- As usual. LANE, CRAWFORD & Co., Auctioneera.

To Let.

Hongkong, January 14, 1888.

TO BE LET. (With Immediate Possession. IWO DESIRABLE RESIDENCES situated in Caine Road West and Terrace opposite to Rose Villas.

Apply to No. 14, CAINE ROAD. Hongkong, October 31, 1887.

TO BE LET.

Comfortable FOUR or SIX ROOMEL

HOUSE Furnished or Unfurnished in RICHMOND TERRACE, with use of TENNIS Apply to

JOHN WILLMOTT. Hongkong Dispensary. Hongkoug, Docember 16, 1887.

TO LET. DOOMS in COLLEGE CHAMBERS. GODOWN in ICE HOUSE LANE, from the

1st January; at present in the occupation of Messrs. BUTTERFIELD & SWIRE Apply to DAVID BASSOON, SONS & Co.

Hongkong, December 3, 1887. Intimations.

ST. GEORGE'S BALL. IL OLAIMS against the COMMITTEE must be sent in to the Undersigned after her arrival from Europe. not later than 4 p.m. on WEDNESDAY, the 25th January next, and No Claim will be Recognized after that date.

Hon. Secretary. Hongkong, January 18, 1988. THE HUNGKONG AND KOWLOON WHARF AND GODOWN COM-PANY, LIMITED.

ALF. WOOLLEY,

OTIOE is hereby given that all Vessels DISCHARGING BOMBAY COT-TON and COTTON VARN at the Kow LOON WHARVES will have FREE STORAGE for 14 days from arrival, after which a Rent of 3 CERTS per bale per month will be

ISAAC HUGHES. Secretary. Hongkong, November 7, 1887.

For Sale.

FOR SALE JUST ARRIVED BY Manuel. BOUT 30,000 CUBIC FRET MANILA HARD WOOD.

Apply to REMEDIOS & Co. Hongkong, January 9, 1888.

NOW READY. MANTONESE MADE EAS 2nd Edition.

ENLARGED AND AMENDED. J. DYER BALL.

Price. - - - - - 83. Other Books by the same Author. THE CANTONESE MADE EASY VOCA-BULARY, - - - S1. EASY SENTENCES IN THE CANTONESE DIALECT, WITH A VOCABULARY, \$2. AN ENGLISH CANTONESE POCKET VOCABURARY. - SO.

EASY SENTENCES IN THE HARRA

Hougkong, January 17, 1888.

DIALECT, WITH A VOCABULARY, 81. FOR SALE at Messrs Kelly & Walsh's. W. W. BREWER'S, and LANE, CRAWFORD

FOR SALE. ULES MUMM & Co.'s CHAMPAGNE, Pints\$21 0

BORDEAUX CLARETS AND WHITE WINES. Baxter's Celebrated Barloy Bree WHISKY, \$73 per Case of 1 doz. GIBB. LIVINGSTON & Co. Hongkong, July 18, 1884.

Dubos Frères & de Gernon & Co.'s

Shipping.

Steamers. DOUGLAS STEAMSHIP COMPANY

LIMITED. FOR SWATOW, AMOY & FOOCHOW. The Co.'s Steamship Namoa. Capt. Godbard, will be despatched for the above Ports on SUNDAY, the 22nd Instant, at

Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, January 10, 1888.

COMPANY, LIMITED. FOR SHANGHAI VIA SWATT W. (Taking Cargo & Passengers at through rates for CHEFOO, HANKOW and Ports

INDO-CHINA STEAM NAVIGATION

on the YANGTSZE) The Co.'s Steamship Capt. Bremnen, will be despatched as above on SUNDAY, the 22nd Instant, at Daylight. For Freight or Passage, apply to JARDINE, MATHESON & Co.,

Hongkong, January 19, 1888. THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY. The Co.'s Steamship Captain Talbor, will be despatched for the above Ports on MONDAY, the 23rd Instant, at

General Managers.

For Freight or Passage, apply to RUSSELL & Co., General Managers. Hongkong, January 19, 1888.

FOR SWATOW AND BANGKOK

THE SCOTTISH ORIENTAL STEAM SHIP COMPANY, LIMITED. The Company's Steamer

Capt. F. W. Purzurs, will be despatched for the above Ports on TUESDAY, the 24th Inst. at Daylight. For Freight or Passage, apply to

YUEN FAT HONG.

Agents.

Hongkong, January 19, 1888. COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

FOR SHANGHAL, KOBE AND YOKOHAMA. The Co.'s Steamship Saghalien. AA Commandant Homes expected here on about Saturday, the 21st Instant, will be

despatched for the above Ports, shortly

G. DE CHAMPEAUX Agent. Hongkong, January 14, 1888. OCKAN STEAMSHIP COMPANY

(Tuking Cargo of Passengers at through rates for NINGPO, CHEFOU, NEW-CHWANG, TIENTSIN, HANKOW and Ports in the YANG'ISZE.) The Co.'s Steamship Palamed, Capt, Jackson, will be despatched as above on

FOR SHANGHAI VIA AMOY.

For Freight of Passage, apply to BUTTERFIELD & SWIRE Agenia.

THURSDAY, the 26th Instant.

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY. FOR LONDON PIA SUEZ CANAL. The Co.'s Steamship

Captain Barr, will be despatched as above on SATURDAY, the 21st Instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Hongkong, January 14, 1888. THE CHINA SHIPPERS MUTUAL STEAM NAVIGATION COM-

PANY, LIMITED: FOR LONDON VIA SUEZ CANAL. The Co.'s Steamship

R. H. MACHUGH, Com-mander, will be despatched as above on or about the 21st Inst. For Freight, &c., apply to ARNHOLD, KARBERG & Co.,

Hongkong, January 18, 1888.

Sailing Vessels. FOR NEW YORK. The 3/3 L.1.1. Amer. Barque EATON, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, December 30, 1887.

FOR SAN FRANCISCO. The 100 A 1 British Barque Bandaneira. AHBENS, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, October 21, 1887.

Notices to Consignees. GEEN LINE OF STEAM PACKETS. FROM LONDON, PENANG AND

SINGAPORE. THE Steamship Glenearn, having arrived from the above Ports, Consignees of Cargo by her and by the Steamships Ludgate Hill and Canada, from New York, are hereby informed that 98 their Goods are being landed ot their risk into the Godowns of the Honorette AND KOWLOON WHARP KND GODOWN CO. LD., at. Kowloon, whence delivery may Optional Cargo will be forwarded un-

less notice to the contrary be given before Noon To-DAY, the 19th Instant. Cargo remaining undelivered after the 26th Instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by

Hongkong, January 19, 1888. NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM SOURABAYA, SAMARANG,

JARDINE, MATHESON & Co.

BATAVIA, SINGAPORE AND SAIGON. THE Company's S.S. Borneo, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkone AND KOWLOON WHARP AND GODOWN Co., LD.,

at West Point, whence delivery may be Cargo remaining undelivered after the 23rd Instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by

Hongkong, January 16, 1888.

Insurances. THE LONDON ASSURANCE

JARDINE, MATHESON & Co.,

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, TIHE Undersigned having been appointed

Agents for the above Corporation are prepared to grant Insurances as follows:---Marine Department. Policies at current rates, payable either here, in London; or at the principal Ports of India, China and Australia.

Wire Department

UFFERT PALES.

Policies issued for long or short periods at

Lofe Department. Policies issued for sums not exceeding £5,000 at reduced rates. HOLLIDAY, WISE & Co. Hongkong, July 25, 1872.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY THE Undersigned, AGENTS of the above Company, are authorized to Insure against FIRE at Current Rates. GILMAN & Co.

Hongkong, January 1, 1882. NOTICE THE MAN ON INSURANCE COMPANY (LIMITED).

THE above Company is prepared to accept MARINE RISKS at Current Rates on Goods, &c. Policies granted to all parts of the World payable at any of its

HEAD OFFICE. No. 2, QUEER'S ROAD WEST. Hongrong, December 2, 1887.

WOO LIN YUEN

Secretary.

CITY HALL. HONGKONG AMATEUR DRAMATIC

THE PERFORMANCE

'THE RIVALS' will be REPEATED on WEDNESDAY NEXT. the 25th Instant, at 9 p.m.

Tickets may be obtained from Messrs. LANE, CRAWFORD & Co., on and after Friday: the 20th Instant: Any Tickets not made use of at the Performance on the 17th Instant, may be changed for Tickets for the repetition. H. M. THOMSETT,

Hon. Secretary. Hongkong, January 19, 1888.

To-day's Advertisements.

BALL PROGRAMMES. FOR SALE Shades and Patterns.

'CHINA MAIL' OFFICE, 2. WYNDHAM STREET. January 20, 1888.

> FOR KOBE (DIRECT.) The Steamship

Dure, Commander, will be despatched for the above Port on the 23rd Instant. For Freight, apply to ADAMSON, BELL & Co.,

Agenta. Hongkong, January 20, 1888.

THE BEN LINE OF STEAMERS FOR YOKOHAMA AND KOBE. The British Steamer

Benalder. Capt. Thomson, will be despatched as above on or about the 27th Instant. For Freight or Passage, apply to GIBB, LIVINGSTON & Co.,

Hongkong, January 20, 1888.

OCEAN STEAMSHIP COMPANY. FOR SHANGHAI VIA AMOY. (Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-CHWANG, TIENTSIN, HANKOW and

Ports on the YANGTSZE.) The Co.'s Steamship Capt. Hurchison, will be despatched as above on SUNDAY, the 29th Instant. For Freight or Passage, apply to

Hongkong, January 20, 1888.

BUTTERFIELD & SWIRE,

E. L. WOODIN.

STEAM TO SHANGHAL The P. & O. S. N. Co.'s Steamship will leave for the above place about 24 hours after her arrival with the outward English Mail.

Superintendent. P. & O. S. N. Co.'s Office, -Hongkong, January 20, 1888.

STEAM TO YOKOHAMA, VIA NAGA SAKI AND KOBE. (Passing through the INLAND SEA.) The P. & O. S. N. Co.'s

Steamship Teheran will leave for the above places on FRIDAY, the 3rd February, at

E. L. WOODIN,

Superintendent. P. & O. S. N. Co.'s Office, Hongkong, January 20, 1888.

Stocks.

* Equalisation of Dividend Fund.

To-day's Advertisements.

VAJANTED to PURCHASE, a RICKSHA VV in Good Condition. Address

OFFICE OF THIS PAPER. Hongkong, January 20, 1888.

STEAM FOR SINGAPORE, PENANG, COLOMBO ADEN, SUEZ, PORT SAID, MALTA, MARSEILLES, GIBRALTAR, BRINDISI, ANCONA, VENICE, TRIESTE, PLYMOUTH, AND LONDON ;

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N. B. - Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE'ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND OMENTAL STRAM NAVIGATION COMPANY'S Stemm-ship PESHAWUR, Captain W. A. WHELER, with Her Majesty's Mails, will be despatched from this for LONDON, wa BOMBA) and SUEZ CANAL, on TUESDAY, the 31st January, at 4 p.m. Cargo will be received on board until

10 s.m. on the day of sailing. Parcels and Specio (Gold) at the Office antil Noon on the day of sailing. Tea, Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed via Bombay without transhipment, arriving

one week later than by the ordinary direct route vid Colombo. For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGA-

FION COMPANY'S Office, Hongkong, The Contents and Value of Packages are remired to be declared prior to shipment. Shippors are particularly requested to note the terms and conditions; of the Company's Black Bills of Lading. Passengers desirous of insuring their bag gage can do so on application at the Com

> E. L. WOODIN. Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, January 20, 18-8.

Not Responsible for Debts.

Meither the Captain, the Agents, nor Owners will be Responsible for ing Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:-

ALLIE ROWE, Hawaiian brig, Captain J Phillips. -- Wieler & Co. John D. Brewen, Amer. barque, Capt. W. L. Josselyn.—Russell & Co.

MANUEL, Spanish barque, Capt. Estival. -Remedios & Co.

TARAPACA, British barque, Captain J. E. McArthur. -Gibb, Livingston & Co.

SHIPPING

ARRIVALS. January 19, 1888 :---Protos, German steamer, 1,093, C. Sören-

sen, Bangkok January 7, General. - Ep. SCHELLHASS & Co. Soodiow, British steamer, 1,000, J. B.

Harris, Nagasaki January 15, General -Butterfield & Swine. January 20:-

General Werder, German steamer, 1,820 W. von Schuckmann, Nagasaki January 16, Mails and 1,700 tons General. - MELCHERS

Namoa, British str., 864, F. D. Goddard, Foochow January 17, Amoy 18, and Swatow 19, General.—Douglas Steamship Co. Thyra, German steamer, 664, E. A. Jacobsen, Shanghai January 16, General. -Siemsben & Co.

Ching-100, British steamer, 1,230, Machugh, Amoy January 19, General .- Ann-HOLD, KARBERG & Co.

SHARE LIST -QUOTATIONS.

Paid- Position Per LAST REPORT.

DEPARTURES January 20 :--

Hans, for Matupi. Pokiest for Swatow. Bellerophon, for Amoy and Shaughai. Thibet, for Yokohann Glencos, for Singapore and London. Tunnadice, for Sourabaya and Sydney. Tainan, for Port Darwin and Sydney. l'aiwan, for Swatow. Dofila, for Manila. I dox, for Saigon.

THE GREEK Escort, for Penang. Teviot, for Bangkok. Mount Lebunon, for Rajang. Jacob Christense , for Kutchinotzu. Thyra, for Sargon. Clara, for Haiphong. Kwang Lee, for Shanghai.

Norden, for Saigon.

PASSENGERS.

Per Profes, from Bangkok, 20 Chinese. Por Soochow, from Nagasaki, 4 Chinese. Per General Werder, from Nagasaki : for Hongkong, Mrs W. G. Bayne and daughter, Messrs Mendelson, F. A. Tiffe, A. Crawford, S. Greenberg, Ku Tong, Kiam She, and 222 Chinese; for Singapore, Mr M. Mess; for Brindisi, Rev. John T. Gulick and family ; for Gonoa, Mrs A. Langfeldt. Per Namon, from Co at Ports, Captain Westoby, Messrs Siemssen and Hutchings, and 135 Chinese.

DEPARTED. Par Fokien, for Swatow, Mrs. J. Dickie. Per B-llcrophon, for Amoy, 140 Chinese. Per Glencoe, for Singapore, 38 Chinese. For Tannadice, for Sydney, 63 Chinese Per Taircan, for Swatow, 100 Chinese.

Per Velor, for Saigon, 8 Chinese. Per Norden, for Saigon, 10 Chinese. Per Thibet, for Kobe, Messrs J. F. Broadbent and I ing Sik Yu : for Yokohama, Rev. J. L. Amerman and Lai Tuck Tong. Por Tsinan, for Sydney, Messrs Mc Pherson, Heath, T. Gittins, W. Gi tins,

Tennant, and A. Lyddon, and 93 Chinese. TO DEPART. Per Mount Lebanon, for Rajang, 15 Chi-Per Clara, for Haiphong, 1 European,

pean, and 160 Chinese. SHIPPING REPORTS The British steamer Souchow reports Left Nagasaki on 15th instant, at 6.30 a.m.

Had fresh monsoon with dark overcast

Per Kwang Lee, for Shanghai, 1 Euro-

weather; laster part variable winds with occasional fog. Arrived at Hongkong at 8.40 p.m., on the 19th instant. The British steamer Namoa reports Foochow to Amoy, fresh N.E. winds and rainy weather. Amoy to Swatow, light variable winds and foggy. Swatow to port, moderate to fresh N.E. winds and overcast. Steamers in Foochow, Hacshin, Ching-wo,

flector and Carmarthenshire. Steamers in

Amoy, Cheang Hock Kian and Essex. In

Swatow; steamers Yehsin, Holhow and Puk.

POST OFFICE NOTICES. MAILS will close:-

For SHANGHAL -Per Kwang Lee, at 3.30 p.m., on Saturday, the 21st inst., instead of as previously notified. For HAIPHONG.

Per Clara, at 5 p.m., on Saturday, the For SWATOW & SHANGHAL .-Per Canton, at 5 p.m., on Saturday, the

21st inst. For SWATOW, AMOY AND FOOCHOW. Per Namoa, at 5 p.m., on Saturday, the

For SAIGON, ___. Per Carisbrooke, at 9 a.m., on Sunday the 22nd inst.

For AMOY AND MANILA .-Per Zafiro, at 2.30 p.m., on Monday, the For SWATOW & BANGKOK .-

Per Kong Beng, at 5 p.m., on Monday, the 23rd inst.

For SAIGON .-Per Protos, at 4.30 p.m., on Thursday, the 20th inst.

MAILS BY THE UNITED STATES PACKET. The United States Mail Packet City of Peking will be despatched on SA-TURDAY, the 21st Instant, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows ;-2.15 r.m. Registry ceases.

2.30 P.M. Post-Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postalic until the time of departure.

, prem., buyers

I At debit.

10 % prem., buyers

JANUARY 20, 1868.

Closing Quotations,

MEMOS. FOR TO-MORROW. Shipping. 3 p.m. -P. M. S. S. Co.'s Steamer leaves

for Yokohama and San Francisco. Hector leaves for London. Auctions.

11 a.m. -Auction of Iron Barque Kitty on Board. 2 p.m. - Auction of Household Furniture, &c., at the residence of Borneo Co., Ld., 10, Caine Road.

General Memoranda MONDAY, January 23 :-Goods per Bornco undelivered after this date subject to ront.

WEDNESDAY, January 25 :--Claims against the Committee of the St. George's Ball must be sent in to the Alf Woolley (Hon. Sec.) 9 p.m .- A. D. C. Performance at City

THURSDAY, January 26:-Goods per Glencarn undelivered after this date subject to rent.

OF THE

NOW READY.

- Yol. XVI.-No. 3.

A. S. WATSON & Co.,

Christmas Confectionery JUST RECEIVED ARYSTALLIZED FRUITS. O . CHOCOLATE CREAMS, BURNT ALMONDS, and

SUNDRY SWEETS. ROSE WATER & OTHER CRACKERS

in great variety. NEW SEASON'S OHRISTMAS & NEW YEAR CARDS including some

SCENERY. Suitable for Framing. EW ILLUSTRATED PHOTOGRAPHIC

CHRONOS OF SWISS AND HOME

ALBUMS. A. S. WATSON & Co., Lp. HONGKONG DISPENSARY ESTABLISHED A.D. 1841.

The publication of this issue commenced

Hongkong, December 12, 1887.

The China Filail.

HONGKONG, FRIDAY, JANUARY 20, 1888.

TELEGRAMS. SUPPLIED TO THE 'CHINA MAIL."

> (Via Southern Line.) THE SOUDAN.

London, 18th January, 1888. A party of friendly Arabs have captured

Osman Digua's camp.

THE CONTINENTAL PRESS ON THE EUROPEAN SITUATION.

It is believed in Berlin that M. Flourens' efforts to bring about such an understanding | called upon him, when Mr Murray com- | was at the time of the said explosion and of strict law it was for the defendant to rebut as he hopes for will certainly fail, The Military Journals refute the statistics

which the Invalide Russe publishes regarding German Military preparations,

LUCAL AND GENERAL

PASSED SUEZ CANAL OUTWARD BOUND :- Lord of the Isles, November 29 : Palamed, Dec. 23 ; Glenroy, Orestes, Polyhymnia, 30; Ajax, Cardi ganshire, Braunschweig, Moyune, Austin Friars, Jan. 3; Palinurus, 6; Anadyr, 10: Diomed, Medusa, 13. IOMEWARD BOUND :- Mosser, Nov. 10

Yorkshire. December 6: Hampshire. 30; Albany, Jan. 3; Dardanus, Iphige nia, Kaisow, 6; Pembrokeshire, 10 Benvenue, Menelaus, 13. The steamship Saghalien, with the FRENCH

Mail of Dec. 16, was to leave Saigor on Wednesday, Jan. 18, at 3 a.m., and may be expected here on or about Saturday, the 21st Jan. This packet brings replies to letters despatched from Hongkong on Nov. 8. he steamer Bengal, with the English Mail of December 23rd, left Singapore on Friday, the 20th instant, at 8 p.m. and may be expected here on or about Wednesday, the 25th instant. packet brings replies to letters de-

The D. D. R. steamship Daphne, from Hamburg, left Singapore for this port here on or about the 21st inst.

spatched from Hongkong on Nov.

The D. D. R. steamship Cassandra, from Hamburg, left Singapore on the 17th inst, and may be expected here on or about the 24th inst.

The P. & O. extra steamer Kashyar left Singapore on the 17th instant, at 4 p.m., and may be expected here on or about the 24th inst. The O. S. S. Co.'s steamer Palamed, from Liverpool, left Singapore on the 17th

or about the 24th inst. 18th instant, and may be expected here on or about the 25th inst. The Ben Line steamer Benalder, from London and Antwerp, left Singapore on the 19th inst, and may be expected

inst, and may be expected here on

MESSES Butterfield & Swire inform us that the O. S. S. Oo.'s steamer Orestes, from Liverpool, left Singapore this afternoon and is due here on 27th inst.

here on or about the 26th inst.

We have to apolgise for a printer's error that occurred in the advertisement with regard to the repetition of 'The Rivals' by the A. D. C. on Wednesday next. The sentence Tickets may be obtained from Mesars Lane Crawford & Co. on and after Monday, the 20th inst., should read Tickets . . . on and after Friday, the 20th inst. -i.e. tickets may be obtained. from this date forward. We observe that tickets not used at the performance on the 17th inst. may be changed for tickets for the repetition,

THE Superintendent of the P. & O. Co. informs us that the steamship Lengal, with the English mail, left Singapore this morning at 8 a.m., and may be expected here on or about Wednesday next.

MESSES Gibb, Livingston & Co. inform us

that the Ben Line steamer Benalder, from Antwerp and London, left Singapore for this port and Japan yesterday, the 19th instant. -The Gibb Line steamer Tartar was also released from Quarantine at Singapore yesterday and at once proceeded on her voyage to Sourabaya and the Australian Colonies. THE Secretary of the Shark Fishery Com- for the defendants. pany informs us that the British barque

Wandering Minstrel arrived in Honolulu on 300 miles East of Formosa, and put into patent stooring gear. Captain Walker states that he had trouble with some of the officers and crew, and found it necessary to call a Naval Court of Enquiry. barque left for the fishing ground on the newspaper printed and published at Victo-10th December.

MR Sangster gave his third Organ Recita at St. John's Cathedral last evening to large assembly. Although the introduction of solos and choruses is a departure from the ship-owners, and they are and were strict idea of an Organ Recital, yet they at and before the time of the happen. made a pleasing change, and on the whole. ing of the events hereinafter narrated comconsidering all the members of the Choir tween Hongkong and Canton, Hongkong were not present, they were well randered, and Macao, and Macao and Canton, and The first air 'If with all your bearts,' preceded by the Recitative. 'Ye people rend said your hearts,' was well given by Mr N. J. Robinson who has both a good and powerful tenor voice. Miss Withers, who sang February, 1884, the Defendant Company the next solo, 'The Marvellous Work,' maintained her reputation as a vocalist of no mean powers by sustaining the solo with Macao and Cantom sufficient strength to be heard throughout the chorus. The next solo, 'O thou that sai had been laid up and unemployed for tellest,' from the Messiah, was executed with great taste and feeling by Miss Sangster, who has without doubt an excellent boilers put in in the place of the old ones. contralto voice. If Mr Saugster would give, say, a well-known Hymn Tune like Creation' on the various solo stops, which the organ has a very good selection, it would be much appreciated, as would also a piece on the softest stops, a combination of some of which would bring out the ex cellency of the organ. sent the said steamship Yot sai to sea on

Ir is with the deepest regret we learn of the death of Mr Mortimer Murray, H. B. M. with the safety valves on the boilers or Vice-Cousul at Macao. Deceased had been suffering for some time with some internal complaint, but he was in Hongkong but two be out of the control of the engineer when days ago, and only yesterday morning he seemed to be in his usual cheerful spirits. On that morning he saw the Portuguese Minister (Senhor Roza) off on the steamer at 8 o'clock, and it is supposed he must have got a slight touch of the sun while violence and the said steamship was wholly returning to his house. At 1 p m. a friend plained of suffering from a severe headache, which was enough, he said, to drive him mad. When his servant entered his ro m about 3 o'clock in the afternoon. Mr Murray was found lying dead, with a revolver in his hand; and it was but too evident that he must have died from the effects of a shot through the head. The Rov. W. Jennings, Colonial Chaplain, went over to Macao this afternoon, to conduct the funeral service; and Mr Ala- the invitation of the said Defendant Combaster (H. M. Consul at Canton, will also be present at the service, which takes place this evening. There is no doubt on the mind of any one who knew the genial and kind-hearted Vice-Cousul that his sudden death must have been caused by distruction and been brought about during a fit of temporary mental disorder. frequently complained of most severe headache and of sleeplessness; but throughou his sufferings he so maintained his natural buoyancy of spirits, that his friends seldom realised the extent of his suffering. His death will be regretted by a large circle of friends, and his memory will long be cherished by those who knew him, Mr Murray was one of the older residents in the East, at Macao and in Hongkong, on the 14th inst., and may be expected | though a comparatively young man. He has for many years filled the post of Consular Representative at Macao, and was raised to

the rank of Vice-Consul a few years ago, As head of the firm of Mesers Margesson & Co., he has long identified himself with the trade of Macao, while he was also closely connected with the commercial and social life of this Colony.

The steamship Patna left Singapore on the THE cases before the Magistrates to-dayexcepting the Opium seizure, reported in 16th, 19th and 22nd February 1884 by the another column-were of no great import-

> Wong A-ming was charged before Mr Wodehouse, with stealing one pint of oil of the value of 30 cents, the property of the Hongkong and Whampon Dock Co., on the 18th instant, at Aberdeen Dock. Prisoner was fined \$2, or 14 days' imprisonment. Yeong Fuk was charged before Mr. Wodehouse with being in possession of prepared opium without a valid certificate, on the 19th instant, at British Kowloon. He was fined \$10, or in default one month's imprisomment with hard labour.

Li Chin Kai was also charged with similar offence, and with selling opium without having a licence, on the 20th instant He was sent to gaol for six weeks with hard

Two similar cases, in which Ho A-pan and Mg Chan Kwai were the defendants, were also heard ; but after His Worship had gone into the evidence, he discharged the

Fifteen bostmen were fined 45 cents each for having failed to exhibit a light on their boats, in the harbour on the night of the from attending to his business as a Jour-1 19th and 20th instant. The fines were paid, I malist,

SUPREME COURT. IN ORIGINAL JURISDICTION (Before the Hon, J. Russell, Acting Chief

Justice.) Friday, Jan. 20th.

THE YOTSAI EXPLOSION CASE. The case of Fraser Smith and another persus the Hongkong, Canton and Macao steamboat Company came to-day before the Acting Chief Justice and the followng Special Jury :-- Messrs G. C. Anderson, Layton, Wai Yuk, R. Cooke, R. Lyall,

L. Woodin, and F. Dodwell. Mr Edward Robinson, instructed by Messrs Caldwell and Wilkinson, appeared for the plaintiffs; and Hon E. J. Ackroyd, Mesars Wotton and Deacon, appeared

kong, Canton and Macao Steamboat Com-

journalist resident in Victoria, Hongkung, and is the proprietor and editor of a ria uforesaid, known as the Hon kong

The plaintiff, Alice, is the wife of the said Robert Fraser Smith. 2. The Defendant Company is a dulyregistered Company trading and carrymon carriers of passengers and goods bewere the owners of several steamships running between the ports and places afore-

3. The Defendant Company were the owners of (among others) the British they took the plaintiff on board with that steamer Yot-sai, and on the 24th day of sent the said steamer Yot-sai to sea from Hongkong on a voyage to Macso that she might take her place on the line between

4. Previous to the said 24th day of February, 1884, the said steamer the Yota long time and had undergone extensive tract in law. He would call before the repairs and had had (amongst other things) her boilers taken out of her and other 5. On or about the 16th, 19th and 22nd Feb. 1884 steam had been got up in the said boilers for the purpose of testing them of | and the engines and machinery of the said yessel and one or more trial trips had been made. Defects had been found in the engines and boilers of the said vessel tho Yot-sat, and especially in the safety valves fitted on one or both of the said boilers. 6. Nevertholess the Defendant Company

the said 24th day of February, 1884, on a voyage to Macao aforesaid without the defects so found having been made good, and some or one of them in a dangerous and defective state and without having a safety valve upon each boiler so constructed as to the steam was up. 7. The said steamship Yot-sai proceeded on her said voyage and on the same day.

about half-past two in the afternoon, the stramer being then about 12 miles distant from Hongkoug, two or more of the boilers of the said steamship exploded with great wrecked and destroyed. 8. The plaintiff, Robert Fraser Smith, the wreck and destruction of the said steamer

en board of the said steamer upon the invitation of the Defendant Company that he in his espacity as a journalist would take passage upon the said steamer from Hongkong to Macao and would report upon the performance of the said steamer on the said voyage and would publish the same in his said newspaper in the interests of and for the benefit of the said Company:

9. The plaintiff Alice, the wife of the said Robert Fraser Smith, was at the time of the said explosion and wreck and destruction, also on board of the said steamship upon

The plaintiffs, the said R. F. Smith and Alice his wife, were by the said explesion thrown with great violence high into the air and were cast into the sea and were with great difficulty saved from death. by drowning. They suffered great bodily injured, and the said Robert Frager Smith was prevented for a long time from attending to his business as a journalist, and incurred expenses for medical and other

11. The said explosion and the consequent loss and injury to the Plaintiffs occurred solely through the carelessness and negligence of the Defendant Company in sending the said steamship Yot sai sea in the defective state aforesaid through the want of skill and care of Engineers and others the servants of Defendant Company then on board of the said steamship in the management of the said steamship and of the engines and boilers thereof.

12 The plaintiffs have suffered loss and damage to the extent of Twenty thousand The plaintiffs therefore humbly pray that they may have judgment against the Defendant Company for the sum of \$20,000 and for their costs of suit,

1. The defendants admit the first, second third and fourth paragraphs of the plain

tiffe petition. 2. The defendants admit the lifth para graph of the plaintiffs' petition in so fa that corrain trial trips were made on the steamship Yotsai, but the defendants do not admit that defects had been found in the engines and boilers of the said vessel, the Yotsai, and especially in the safety valves. fitted on one or both of the said boilers.

3. The defendants deny the allegations

contained in the sixth paragraph of the

plaintiffs' petition and each and every pari thereof, except that the said steamer Yotsai was sent to sea on the 24th day of February 1884 on a voyage to Macao. 4. The defendants admit the seventh paragraph of the plaintiffs' petition, except that the time of the explosion was about

o'clock p.m. 5. The defendants admit that the plain tiffs were on board the said steamer at the time of the destruction of the said steamer, but deny the other allegations contained in the eighth and ninth paragraphs of the plaintiffs' petition and each and every other

part thereof. 6. The defendants do not admit that the plaintiffs were permanently injured orwounded as alleged in paragraph ten of the plaintiffs' petition, or that the said Robert Fraser Smith was for a long time prevented

7. The defendants deny the allegations contained in the cleventh paragraph of the plaintiffs' petition and each and every part thereof, and the defendants do not admit that the plaintiffs softered less and damage to the extent of \$20,000 as alleged in the 12th paragraph of plaintiffs potition.

Mr Robinson (continuing) said-These were the facts as stated in the pleadings, which no doubt the jury had fully assimilated. This case, as they would see by the facts read, was a case of compensation for njuries done to the plaintiffs. It might be well perhaps that he should read to the jury the remarks of an authority on the subject of injuries before going further. Speaking on the law of injuries Underhill said: Injuries were divided into criminal and civil, and the latter were sub-divided into two classes - namely, ex contracto and ex delicto. Acting Attorney General, instructed by The former were such as arose out of a failure in the carrying out of a o ntract, and that was the case liere. The plaintiffs were Mr Robinson, in opening the case for therefore suing ex contracto. It was in the the plaintiffs, said-This is an action by course of a contract with the defendants the plaintiffs, Mr and Mrs Fraser Smith, that the plaintiffs sustained the damage, the 23rd of Nov. last, after a very rough for the recovery of damages in the sum of Injuries ex deli-to were such as arose from passage. She encountered a severe typhoon \$20,000 against the defendants, the liongth in infraction of social obligations. While he was on this subject he would also read pany Limited, for injuries sustained by to the jury the definition of a tort, as he Honolulu to repair damage done to the them during the course of a voyage from thought it would save time in the future. Hongkong to Macao, on the 24th of A person committed a tort, and rendered February 1884. The petition and answer himself liable to an action for damages, who in the course of any contract, comitted 1. The plaintiff, Robert Fraser Smith, is some act not authorised by law or ommitted to do something which he ought to do by law, and who by such act or omission caused to any person substantial loss of money, bodily health or material comfort. In this case both were claimed;

.. this Lordship pointed out that the allegation was that it was in consequence of the negligence of the defendants that the dauinges were sustained.

The Acting Attorney General said the defendants denied that there was any contract. Mr Robinson said the contract was stated in the eighth and ninth paragraphs of the petition. The plaintiff was asked to ge on board in his capacity of a journalist and report on this ship which had just come out of the dock, because the defendants wanted a paragraph in the paper as to how the ship behaved; and he need not instruct the jury on so elementary a point of law as that -if object a perfectly valid contract was constituted. The law did not require a payment of money to make a contract; they all knew that if the plaintiff had morely to put two lines in his paper, this was a sufficient consideration to ground an action upon. He therefore said there was a contract an agreement and a consideration. the two together making a valid conjury Mr Fraser Smith, who would tell them

all about how he came to be invited, His Lundship said be observed that it was not stated whether it was owing to the consideration asked from her husband that Mrs Fraser Smith was invited.

Mr Robinson said at was in consideration of his doing a certain thing that Mr Friser Smith and his wafe were invited to go on board the ressel. In a conversation between him sid Mr Da Costa it was held out as an inducement to Mr Fraser Smith - Well, some along and bring your wife with you. This induced him to go on this trip when he was personally not inclined to A contract was thus established, and t was in course of this contract that the plantifis, by the negligence of the defendents' servants, assisted by the defective Sindition of the safety valves and the engines, sustained the injuries for which they now claimed compensation. He did not think it was necessary that he should quote any cases to show that a master was liable for the wrongful acts of his servants, and that he was liable, even if these acts were wanton, reckless and wilful in the most gross degree. If the engineer made a reckless mistake on board ship, however mistaken it might be, however improvident, his employers were liable. The act of the servant was the act of the master. In negligence; the plaintiffs, were not strictly called upon to give any evidence of it.

The Acting Attorney General said he did not want to limit his friend in his opening statement, but he submitted that he was making statements on points of law which he did not admit for a moment

His Lordship said the jury would no doubt listen to what he (the Chief Justice) had to say in regard to the law of the case; but he did not think Mr Robinson had gone. out of his way in anything he had said as Mr Robinson said the gentlemen of

jury would certainly take their from his Lordship and not from (Counsel). He spoke under correction and he would be corrected if he went wrong. What he said was that however reckless, improvident, gross and wilful t might be, if it was done for the benefit of his master and in his master's employment, pain and were wounded and permanently the act of the servent was the act of the master. Mr Robinson was about to refer. to a leading case on this point, when

His Lordship said it was unnecessary to quote on the subject, as everybody knew that in the case of railway accidents, for example, where a pointsman made a blunder or fell asleep on duty, the employers word held liable. Mr Robinson then proceeded to say that

he was not called upon in the first place to give evidence of negligence, as it had been held that the mere occurrence of the accident was sufficient prima facie evidence of negligence to impose on the plaintiffs the onus of rebutting. But although he was not called upon to prove that there was any negligence he was going to produce several witnesses who would tell the jury what they saw in connection with this boiler, and which would leave not the slightest doubt in their minds that there was negligence, and that of a very gross character. Improvidence would perhaps be the best word to describe it, for there was want of foresight and want of skill of a gross character. He could not call the engineer because he himself was unfortunately the victim of his own improvidence. Now the gentlemen of the jury would ask how this case was going to be attacked by the defence. He thought -although it was rush perhaps to say what ney, might do-that the other side had pretty clearly intimated this in their a swer. To paragraphs eight and nine, where the plaintiff intimated that he went on board to do a certain service to them they in reply in paragraph five admit that the plaintiffs were on board, but deny the other allegations. They deny that they asked than to be there: Well this, he believed, was practically their defence. He might tell the jury, however, that in that defence there were two elements. One would be, was it true? He should put Mr Fraser Smith into the box and he would tell them that on Mr Da Costa's authority he was asked to go on board and make this report. He (Counsel) thoroughly believed that this was the ground ftheir defence—that poor Da Costa, who was killed by the explosion, had not authority to invite the plaintiffs. On this point he would read to the jury a bit of plain common-sense out of the law.

His Lordship-You don't mean to say that is an unusual thing in the law l Mr Robinson said he did not mean

it was unusual, although it was commi sense. The paragraph he referred to in Chitty, 11th edition, p. 198, and dewith the question of general and special

Balancec.f'wara Last Dividena 8,228.50 at 30/ for ½ year \$158 % prem., buyers working a/c to June 30/87 Hongkong and Shanghai Bank Corp. [60,000] : INBURANCES North-China Insurance Co., Ld. 5,000 C 100,000 Tls. 406,132.00 Yangtaza Insurance Company, Ld.... 8,000 3,059.76 7 % for 1886 | Tis. 110, buyers Union Insurance Society Co., Ld.... 10,000 314,012.96 26 %, 1886 China Tradera' Insurance Co., Ld.... 24,000 61 Q,000 245,240.04 20% P annum c641, buyers Canton Insurance Office Co., Ld.... 10,000 230,000 429,307.96 10 % for 1887 880 1,000 8 Chinese Insurance Co., Limited...... 1,500 28,711 bel 125,771.29 8 % for 1886 \$210 2005 Hongkong Fire Insurance Co., Ld... 8,000 328,567.46 \$27:50 for '8: \$372\ 1,000,000 612,500 8 China Fire Insurance Co., Ld. 20,000 243,738.44 \$ 6 for 1885 \$75, sellers Singapore Insurance, Company, Ld. 40,000 S The Straits Fire Insurance Co., Ld. 20,000 \$ 200,000 \$ The Straits Insurance Co., Ld. 30,000 \$ 75,832.52 \$31, sellers BTEAMBOAT COMPANIES. 5,9 1.80 7 % half year \$215, sellers all HK. C. and M. Steamboat Co., L.J. 40,000 s 1151.13 8 % \$46, sales Douglas Steamship Co., Limited 20,000 \$ Indo-China S. N. Company, Limited 18, 387 E 1,387.5.9 7 % for 1885 121 % dis., sellers China and Manila S. S. Co., Ld..... 3,500 \$ par, nominal 61 % for 1 yr. 50, % prem. MISCELLANEOUS. Hkong & Whampon Dock Co., Ld. 12,500 10 % and 2 % \$130 per share, buyers, fully bonus for '64 HK. and China Gas Co., Limited. | 5, 100 New Shares 1 1,900 678.94 35 half year \$185 Hougkong Hotel Company, Lt.... all ex div., nominal 3,000 aha. iasuod 13,781.53 6 % for ½ year 8157 to June 30/87 Ohina Sugar Company, Limited buyers Hongkong Ice Company, Limited ... 12 % for 1886 \$57 all Hongkong Bakery Company, Ld. ... 6,00 514.58 10% for 1886 \$110 ex div., nominal all Luzon Sugar Company, Limited 7,000/ all 129,303.18 None Perak Sugar Cultivation Co..... all Tla. 18 11 Perak Tin Mining & S'ting Co. 320 Punjom & Sunghie Dua Samatan \$111, sales Miding Co. HK. & Kon. Wharf & Godown Co. 17,000 \$ H'kong Ropo Manufactory Co., Ld. 3,000 2 \$47, buyers A. S. Watsor & Co., Limited...... all 2,730.09 13 % for 1886 65 % prem. HK, High Level Tramways Co., Ld. 1,2502 12 % prem., nominal Payable Rates of Int Canene Lupprini 1884 B...... yearly, 30 June % prem., buyers

March & Sept.

† Depreciation and Insurance Fund.

T700,000 T1 250

therefore hold you liable. Even supposing they were there, as mere trespassers, which they were seen on board the ship and suffered to remain and allowed to proceed on the voyage, the case was the same.

His Lordship-Have you any authority.

taken properly, that was enough,

His Lordship asked if Mr Robinson maintained that this would hold good in the case of a trespasser?

Mr Robinson said he was going as far as day. Since the accident I have tried it that. He was proceeding to argue this several times, but it was no use. What I point when. want to limit Counsel, but if he wanted to in my back, and I suffer severe pains

He only asked Mr Robinson for his autho- Mrs Fraser Smith has suffered very much That was the only communication I have fishing junk be had to be helped on board Mr Robinson said he did not think this a great outery about their business being rity in order that he might see it. Mr Robinson said he should be prepared with his anthorities when the time came.

should now briefly state the facts of the extra men to do work which I had pre- the absence of Mr Brewer. to the boilers priming. He (Counsel) was in the employ of the Dock Company, at my house, either on the Monday or Tuesvessel; that he was dissatisfied with the socretary. rate at which the steamer was going, and By the Attorney General-I think it when Mr Da Costa said he hoped to see

you will be able to come.' I said 'I will

was on the Hangkon? Racegourse on the

20th. We walked down to the paddock.

spoke to my wife and said 'I hope Mr

day. My wife replied that she herself

would, but possibly I should be too tired

after the races to come. Mr Da Costa re-

the trial trip.' On Sunday I and my wife

my trother and his wife went on the tria

a steam launch there which took us to the

loon Point. As soon as we got on board

the steamer started. I went to the forward

and was asionished to find that there was a

tramendons shower of dirty water coming

from the waste pipe. I had a white hat and

when I took it off I found it covered with

a bit; she'll be all right by-and-by

inside or outside. I suggested the river

passage as we had ladies on board, and that

we should not have tiffin till we were inside

Kap-sui-mun. He accordingly asked Cap-

tain Hoyland to go by the inside passage.

We sat down to tiffin in the cabin about

were escaping. Mr Pinker, chief engineer

of the Dock Company, left the table to go

valve. The noise still continued, and Capt.

down and see. He came back after some

time, and on being asked what was ado, he

said, 'I have been superintending the

noise still continued, and I saw Mr Scott

again leave the table. A few minutes

afterwards the explosion occurred. I think

it would have been about twenty minutes

to three. I was sitting at the tiffin table :

the next thing I knew was hearing a crash

and feeling I was being carried away.

and the next thing I knew I was in the

water. I come to the surface all right

and seized a large piece of timber to

which I clung. I remember putting my hand

to my face, and I found it was covered with

blood. Just at that time I saw the top of

the cabin in which we had been having tiffin

floating past. I let go the piece of timber

I had hold of and caught hold of the top of

the cabin and clambered on the top of it.

shoring down of the sifety valve.

Costa asked me which

black spots. I said to Mr Scott.

engineer at Kowloon Docks...

cabin to leave my writing case there.

I am depending on Mr Fraser

which was waiting opposite Kow

He said. She is only priming

and he said 'I hope you're coming to the

much steam was allowed to escape through February when I first heard of the trial I heard my husband say that he would not these valves. It would also be proved that trip from Da Costa, I am not aware of go by himself, but Mr. Da Costa was the engineer in these circumstances adopted anyone having spoken to me about it pre- anxious that my husband should go. the extraordinary measure of shoring down viously. Before the Yot-sai went into I was thrown into the water by the force of the valves, so that there was only one way by dock, she had been running as a night boat the explosion and remained in the water which the over-pressure could escape, and hetween Hongkong and Macao. When Mr for about twenty minutes when I was that was by explosion. This was the in- Da Costa first spoke to me about the trip rescued by a junk. I was very much bruised evitable conclusion to which the jury would he did not say when it was to take place, and was helpless for three or four weeks be driven by the syidence produced. Robert Fraser Smith was then examined by Mr Robinson. He made the following statement-I am one of the plaintiffs in this action. I am a journalist, and am editor and proprietor of the Hongkong Telegraph. accidents, as there had been some something attended me. In consequence of this in-On 24th Feb. 1884 I was on the steamer wrong with the boilers. I had never been jury I was ordered out of the Colony. Yot-sai on a voyage from Hongkong to at any previous trial trip of the Yot-sai. was ordered to Japan, but did not go so About a formight before that I Mr Brewer asked if my wife was going, far. I went to Macao and stayed three met Mr Da Costa, the Secretary of the She said she did not think so, as she had months. I have on account of the same Hongkong, Canton and Macao Steamboat not been asked and had no idea of going. injury been advised since to go out of the Cov. I went to get passes for my wife and He then asked my brother and his wife Colony. My husband has not been the myself to attend a wedding at Macan on the who were present. They said they were same since the accident. 17th of February. Mr Da Costa then told not asked, and Mr Brewer said 'Oh, I'll me they were going to have a trial trip of make it all right with Da Costa.' Mr Da the Yot-sai, and as the ship had been a long Costa asked me on the Race-course to bring time off the line he said, 'We shall be very my brother and his wife. If we had gone glad if you will come and write a good report of the trial trip.' I promised that I
morning steamer. I am positive that Mr Sunday?' I said that my busband was

The glad if you will come and write a good reto Macao, we were to come back by the
then said, 'Why not go on the trial trip on
It is customary to put them on. There might
Officer made a charge sgainst the meater of
the Fenang partner has come here. The
lar in Sweden, where she has never been
the Fenang partner has come here. The
then said, 'Why not go on the trial trip on
It is customary to put them on. There might
officer made a charge sgainst the meater of
the Fenang partner has come here. The
lar in Sweden, where she has never been
the Fenang partner has come here. The
there were removed because the Excise
to Macao, we were to come back by the
then said, 'Why not go on the trial trip on
It is customary to put them on. There might
officer made a charge sgainst the meater of
this constitution and that it was Da Costa, when he asked me to come to the about Race time I could not promise detrial trip, did not say 'to-morrow' but 'on finitely to go myself; but would send a reporter if I could. I was unable owing to business to go to the wedding, and I met say to-morrow? Mr Da Costa on the 19th at Messrs Fal-Witness - That was a lapsus linguide, coner's in Queen's Road. He then told me that the trial trip had been arranged for the following Sunday. He said, 'We are

Mr Ackroyd-Why, then, did you twice

Cross-examination continued :- I was not invited to any of the private trial trips. did not ask Mr Brewer to get me an anxious to get a good report and I hope invitation to any trial trip. (The idea of my asking Mr Brewer for an invitation!) If do my best. Next time I met Mr Da Costa Mr Brewer did ask for an invitation to me, he did so without my knowledge or achority. I told Mr Brewer that I had already been invited when he anoke to me Lifat trip on Sunday. Mr Da Costa also about the trip. I never told Mr Brewer! would feel obliged if Da Costa would Fraser Smith and you are coming on Suninclude my wife and myself in their party. to Macao as I would like a trip to Macao. don't think that was the reason why I was invited; I know it was not. The party was not made up to go and see a masked ball at Macao on Sunday. There were no other journalists on board. I know some special trip. We went to Pedder's Wharf and got good de l of space and attention to the spoke about it he said "we should wish." I it was my saying this that fixed the thing I reduced the pressure because the engines then walked to the after part of the ship and my brother borrowed fancy dresses for in my memory. the ball at Macao on the morning before we was because I had been overworked in connection with the races. His salary was \$150 a month and free as the steamer got under quarters. I went to Australia in 1886. I she went very slowly indeed. paid \$450 or \$500 to Dr Manson within the that exception there was nothing gratei ous papers to the Company that I tinning Mr Scott went to see. He said vited.

they had had some trouble with the safetynever charged me any passage money deck by the starboard gangway. That If so, say so, Hoyland asked Mr Brewer if he would go sai trial trip? I said 'Yes, because they looking in. The first thing I saw was the tween the parties. The witness, however,

to ask an invitation for me. of the machinery. He said he would write out that part of the report for me if I liked. projected above the level of the top of the I am very likely to have seen Da Costa box about 18in. Across the top of the iron after I saw him at the Reces. I was not bar in a diagonal position was a wooden asked to go on the next day; I could not bar six feet in length and three inches in

I saw the ship was standing almost upright, possibly go on any race day. only being a little down at the stern. As Through the Court-I wrote a letter of under the beam of the deck and the I floated past the stern I ploked up Mr demand to the defendant Company on 2nd other end was made fast by a rope. Brewer and Mr Caldwell, and afterwards April, 1884. That was as soon as I was I was as soon as I was as soon as I was I was I was as soon as I was I was I was as soon as I was I was as soon as I was I was

the first, second and third lines of entrench- myself from folling. I thought I saw my of compensation for the serious injuries sometimes feeling for actisfactorily and came back. I cannot say permission to bring it back again. My ments although he would not slow them wife floating past, but by that time I was sustained by plaintiff in consequence of the times pressing. While the way going on Mr. I saw Mr Fraser Smith on the 19th. I re- idea when I put on the chop was that all the guns. Although in bringing this unable to make any effort. I was put on that junk to all the guns. Although in bringing this board a junk, being unable to do anything into the question of their liability, plaintiff tween the two boilers resting on a being the board a junk, being unable to do anything into the question of their liability, plaintiff tween the two boilers resting on a being the board a junk, being unable to do anything into the question of their liability, plaintiff tween the two boilers resting on a being the board a junk, being unable to do anything into the question of their liability, plaintiff tween the two boilers resting on the plaintiffs board a junk, being unable to do anything into the question of their liability, plaintiff tween the two boilers resting on the plaintiffs board a junk, being unable to do anything into the question of their liability, plaintiff tween the two boilers resting on the plaintiffs board a junk, being unable to do anything into the question of their liability, plaintiff tween the two boilers resting on the plaintiffs board a junk, being unable to do anything into the question of their liability, plaintiff tween the tween the tween the tween the tween the tween the large transfer to the plaintiffs to the plaintiffs to the plaintiffs the large transfer to the large transfer transfer to the large transfer having a right ex contracto he was far from formyself. I believe that I would have died of wished to remind the Directors that he was and his right foot on the port boiler. I have about Chischarst and Eltham. He saying that they did not also have a cold but for the kindness of Mr Brewer who on board the unfortunate vessel by the was leaving with his clow on his right represented to Mr Da Costa that Mr Freser interrupted. I never imagined that the looks very hearty and rides a good mag. right ex delicto. They might have put a large overcont over mo. Soon after special request of the Secretary, on the knee and looking at what the Chinese en- Smith would feel glad if he were included opium was taken by a cargo toat to the simply said We were on board your wards I was told by Mir Caldwell that my business and in the interest of the Com- gincer was doing. About this time the tiffin in the invitation. At the Races I said to Opium hulk and then brought back to the for twelve months attached to the Ministry steamer and got these injuries, and we wife had been pick of up and was on pany. Plaintiff further pointed out that he belt rang and I went up stairs. I did not Mr Fraser Smith something to the effect it Colony and put into other bo is. board another jouis. We arrived at had sustained grisvous bodily injuries in speak to be engineer. Of my own know- would be a nice thing for us all to go to Macao Mr. Lister (re examined)—I produce a to enter the Ministry of Finance for three Hongkong about midnight. We were addition to a mental shock of a dan- lodge I cannot say what the boxes were, but after the Races The letter from the Opium Farmer in which he months, and will then take up his studies was an almost impossible supposition, -- if taken in the first place to Club gerous character which it would in all pro- I believe they were the bexes of the work- prior to the Races, for it is dated the 19th. offers to give an undertaking. The Go- in the German Foreign Office, working as where we were seen by a doctor, and bability-take many years to remove. In ing valve, I was a witness, at the Marine I made up a small party to go over to Macao, vernment has never insisted on the under-head clerk for six months. then carried home. Dr Fisher attended consequence of the accident he had been Court shortly after the inquiry. The evi- Mr and Mrs Fraser Smith and Mrs Stuart taken being given formally, because the Ernesto Rossi, the great Italian trageme. My head was plit; I had several under continuous medical treatment; he dence I gave then was practically the same Smith being of the company, and I wrote Opium Farmer's interests in our hands dian, has offered to play with a specially would about the face; my left ankle was had suffered and was still suffering from as to-day. I saw Mr and Mrs Fraser to Mr Da Costa saying I would be glad if are so considerable that it has not been, selected company before the family of the put out and my right thigh; but the worst the effects of his injuries, and was incapa. Smith at the table and others, 11 altogether they were invited. I remember at the necessary to have a formal bond. But Crown Prince at San Remo. It is probable of all was a pain across my back caused by cataled for altending to his business, and including the Captain. I had some conver- Ruo a seeing Mr. Da Costa speaking the letter is looked upon as a sufficient that his offer will be accepted. Other Mr Robinson referred His Lordship to a an injury to the spine. I was unable to at he feared that it would shortly be neces- sation with Mrs Fraser Smith, and Mr Fraser Smith, an case in which he said the principle was tend to my business. I had to suspend the lary for the sake of his health to leave the smith told me he was invited. Mr his power to stop the traffic in the Colony Alfred and Heinrich Greenfeld have exlaid down that the confidence induced by publication of my paper for a week. I have Colony. Plaintiff's wife had also enstained there was a most alarming rush of steam Frasor Smith could not have been in- in loose opium and that he will furnish the pressed the same wish. undertaking any service for another was a not had a single day's health since that ac- grievous injuries, and plaintiff had to which shook the whole vessel from stem vited before the 19th, because by my letter Government with information as to the dis- A granddaughter of Charles Dickens in sufficient legal consideration to create a cident happened. I was obliged to leave mourn the loss of his brother and his to stern. I have often been on loss of his brother and his brother an duty in its performance. If the plaintiffs the Colony as soon as possible. I went to brother's wife by the disaster. The de-mer when steam was blowing off, but I never glad to be invited. I do not think I would deals with in the course of his business, terprise. She has engaged a staff of young were taken on this voyage and were not Macao and lived there for three months, fendants did not send a medical man to saw a vessel vibrate like that. Mr Pinker do so unless Mr Fraser Smith had express stating what becomes of it, so that there ladies who, with herself, devote themselves. going backward and foward every day. Subsequently I had to go to Australia for a year. as I was breaking down. I attribute this to reply, which was put in, was in the follow- The explosion took place. I was knocked get an invitation to go. There was a mask under any circumstances; and that he are getting plenty of custom. the accident. Previous to the accident I was ing terms :- Dear Sir, Your letter of the senseless, and found myself about 60 yards ball at Macao on the night of the 20th; will not dispose of it himself in quantis Much excitement has been occasioned in very fond of riding and rode alm at every mean by not having had a day's health since

four months. His fee was \$1.0.0. In my the absence from the Colony of Mr Francis, took warni-water and washed his feet. Mr Robinson said that was so; and he business I have had to employ one or two Q. C., who had the case in hand and also case so far as they related to the voyage, viously done myself. That has cost me on Alice Fraser Smith, who was next ex-The facts were that on 24th February 1884 an average \$225 a month ever since the amined, said-I am the wife of Mr Fraser Mr and Mrs Fraser-Smith among other accident happened, that including the period Smith and one of the plaintiffs. I rememmonle went on hoard the steamer Yotsai, during which I was in Australia. The trip ber Sunday, 24th Feb. 1884. On that day then about to proceed on a voyage from to Australia cost me \$1,500. Dr Manson I proceeded on the Yotsai from Hongkong Hongkong to Macao. They had not got also attended me. My residence in Macao to Macao. I was on board in consequence very far on the voyage before showers of cost me \$300 or \$400 extra. Before I be- of my husband being on board. Mr Brower water were coming down on deck owing come editor of the Hongkong Telegraph I asked me to go first when he was dining was informed that one way of stopping I know Mr Da Costa then. He managed day of the Races. Mr Brewer said to me, boilers from priming was to stop the valves. the Company. It cortainly never occurred Are you not going to the trial trip on In the feed pipe was pinced a stop valve to me that he had no authority to ask me Sunday! I said I had not been invited for the purpose of regulating the motive to go on this trial trip. It is the custom and he then said he would ask Mr Da force. This vessel was fitted with two of for the members of the press to travel on Costa to send invitations to myself and my these valves on each boiler. He should the Company's local lines on orders from brother-in-law and his wife. At the same call evidence to prove that the engineer the Secretary. I have travelled in com- time Mr Brewer said he would give my was dissatisfied with the machinery of the pany with Directors on an order from the husband information about the engines. Next time I heard of it was at the Races. that he was under the impression that too would have been on the 13th or 14th of me and my husband on board on Sunday. but he mentioned that she would go to Ma- suffering principally in my back. I had can. Next time I heard of the trip was medical attendance. Doctor Fisher told about the 18th, when Mr Brewer mentioned me my spine was affected and my nervous it at my own dinner table. The date was system upset. I suffer still in the back then mentioned. I think it was Sunday, and my nervous system and general condithe 24th. Iknew they were apprehensive of tion is affected. Dr Manson has since

> Cross-examined-Mr Brewer said 'You were not at the wedding. I said we were expected, but at the last moment my husband going on business and I said I should not care to go unless my brother-in-law and sister were going. Mr Brower said he would get an invitation for us from Mr da Costa. I saw Mr Brower again at the Race Course and he said he had invited my brother and sister on behalf of Mr da Costa. I had got an invitation from Mr da Costa himsolf. It was at the Race Conrae that my husband said if he could not go himself he would send a reporter. I heard there was a ball at Macao on the Sunday. I do not remember Mr Brewer saving he would arrange for invitations for the ball. took overa fancy dress, and so did my husband and sister-in-law. I heard something about a former trial trip. Mr Brewer at the trip on Sunday said something about the old trouble, and he said it was a patch that had been put on the old boiler, and then I heard of the two previous trial trips. It was Dr

Manson who ordered me to Australia. Re-examined—It was at the dinner I said | my opinion as an engineer is that the boil reasons why I should have been singled my husband would go or would send a re- er burst from over pressure, caused by the out; I was very intimate with Mr Da Costa | porter. I am sure my husband would not steam being generated and being unable to in the first place, and had always devoted a have gone without me. It was a little before escape. The bailer was tested by hydraulic the explosion that I heard of the trouble test to twice its working pressure and was affairs of the Company, which the other about the boiler, and I said something about | tested up to 60 lbs. The pressure on the papers never did. When Mr Da Costa taking tender farewells of one another, and working valve was regulated to 25 pounds

Mr Daniel E. Caldwellaaid - I was on board left. The reason why I felt ill that day the Yotsai on the 24th February. I went on the invitation of Mr da Costa. I was going The to Macao on business on the 23rd, but was circulation of my paper has not de- kept late in Court and as I was hurrying to creased. Before the accident the staff con- the boat I met Mr da Costa who told me sisted of myself and my brother and occa- could go next day with the Yoksai, and I sionally Mr Cruise. I have got three now, went. I did not doubt Mr da Costa's power besides myself, and quite recently I had to invite me. I arrived on board at one four. My brother's work was in connection o'clock and we left a few minutes past one. with the general management of the paper. I saw Mr and Mrs Smith on board. As soon last two years. My business relations with markable for a quarter of an hour. Then Mr Da Costa were chiefly in connection she began to prime, and showers of hot with the repairing of his Company's water began to fall on the deck. I spoke steamers and the payment of the accounts. to Mr Scott and he gave me an answer, It is not on the ground that I supply Between the time of the first priming and did not come back, and the noise still con- go in this case, but because I was in gularly; at am was being thrown off. I did not form one of the party on board, and By his Lordship—During the three was solitary. I went down below to see what very well. Have you any objection to my months I was going to Macao the Company the ship was like. I went to the lower asking Mr and Mrs Fraser Smith to come? When Mr Brewer first spoke to me about brought me to an enclosed place which I the trip, he said 'Are you going to the Yot- found to be the engine room. I stood there asked me some time ago; they want a re- curved upper surface of the two boilers was entitled to read that letter and report of the trip. I asked Mr Brewer if he almost on a level with my feet. Between fresh his memory. would give me information about the en- the two and on a level with my eye was a gines, which he promised to do. This large round object which I found to be a was said in presence of my wife and super-heater. I noticed two tubes commy brother and his wife, I remember munciated with the super-heater and the distinctly that this was what was said. At boilers. The boilers were fore and aft no time did I give authority to Mr Brewer | boilers. At the after end of each boiler, ed that he did not give Mr Brewer any granting permission to take the chests of proof the Opium Farmer sanctioned the practhere were two boxes about 24in. Re-examined by Mr Robinson-I was not by 18in. by 6in. The upper edges all inclined to go on the trip when the day round were curved. In the centre of came. I had some conversation with Mr the starboard one there was a hole about Brewer about his helping me in the details an inch in diameter. Through this hole in a vertical position was an iron red and it

diameter. The foot of the bar was fixed

visit me after the receipt of that letter. I left the table and then Mr Brewer. Mr Bre- ed a desire to go. I judge from my letter should not be in the Colony of Hongkong to copying manuscript with typewriters. got a reply on the 30th April 1884. [The wer returned first and made a statement, he had not told me before that he had any loose opium obtainable in any way They have attained great proficiency and 2nd inst, addressed to the Chairman of the from the ship under water. I recovered my and I had taken my fancy dress with me. ties less than a chest. By losse opium Roman society, especially in the Vatican Company, ment the question of compan- s-uses when under valer. I swam to a figure I see my letter of the 21st. I must have I mean opium less than a chest. I section of it, by the cordial reception given sation for injuries, has been taken into which I found to be Mr Brewer. I saved my known then about the ball, for I say believe that the Opinm Farmer has con- by Queen Margaret to Mme. Orispi, wife of consideration by the Directors, whom it was solf by a piece of the wreck. I saw Mr Smith | we will dress on board and go to the ball. scientiously carried out the undertaking the Italian Prime Minister. Signor Crispi's did not the accident is that I have always a pain laid before at a meeting and fully discussed. lying on the part of the Government liest wife was divorced and his second has In reply the Directors desire me to express covered with blood and growing. I have ball before. I meant, by saying We throughout to make loose new opium un taken her place, and in Rome, the headmake any point out of this, it was not now in my head so that I am unable to do their regret that the party would obtainable in Hongkong. I would point quarters of a religion which does not rethat the jury had anything to do with it. my work at night. To my knowledge to entertain your claim for componsation.] cident. When our boat arrived at the dress. from this accident. She was under medical ever had from them. I am now obliged to and down to the hold. He was groaning was relevant to the issue. treatment for menths, day and night. I employ a larger staff on my paper to do and quivering all ever. He lay down on a His Lordship-Mr. Fraser Smith says ance was inserted on this account, allowing impression. That this was the opinion of a

> say the trip was a party going to Macao, important. The point as to where they Mr Russell, valves on each boiler. I could only see much bearing on the matter. two of the four.

valves of the steamer were all in order, and Court should adjourn. would not see these safety valves. One boilers were in on the day of the trip. could only see the spring valves. The lever valves were called the working morrow at 10.30 a.m. valves. I adjusted one of the spring valves, the one on the port boiler. I did not adjust the starboard spring boiler because it was not in working order. It was not adjusted by me before the Sunday. It was to be adjusted by me on the trip, and to be locked up and made the Government safety valves. As a matter of fact I do not think any of the valves were looked up. Looking from the upper deck one could only see the spring valves. two lever valves had been cased in but not locked up. Directly I stepped on board the ship I met Mr Scott, and I said 'Are you ready for me? and the said 'Wait till we are clear of the shipping. He meant there was not sufficient steam. I went on the upper deck until they said that tiffin was ready. In the interval she was going very slowly and I looked to the pressure gauge and found that there was only ten or twelve pounds a ressure. The boilers ways priming. It is a common thing to close partially the valve to limit the flow of steam from the valve to the engine, and this would tend to check the speed of the ressel. The gauge that I saw would not indicate the pressure of steam in the boiler. I do not know board boiler not indicated by the gauge. At tiffin the steam blew and a good deal dirty water fell on the deck going off in intermittent jest. Mr Pinker went to see. Some people in the saloon were frightened and I went to see. I saw Mr Wood on the starboard boiler at the starboard spring safety valve. I asked what was the matter. A voice answered the spring was broken and that the water and steam were coming out of the boiler. They were shoring down the valve at the time. This may be done when the spring is broken, if there is another valves to rely upon. I had no reason to believe the other valve was not in working order. On the previous day there had been some trouble with the slide valve. I only heard of this. The boilers had been

were old not on account of the boiler. The Government valves woul be practically the same. The bursting pressure at the weakest point was 144 lbs. I have not seen the stop valve. I believe it has been found. If the other valve besides the one I saw

repaired and put into the vessel after being

tested. I was examined at the Marine

Enquiry and gave the same evidence. I saw

a portion of the boiler subsequently, and

just be what did happen. There would be no means for the steam to escape. Cross-examined - This trial took place on the 24th February I was on a preliminary trip some days before. I was dining with Mr Fraser Smith about that time. At that dinner there was some conversation about going to Macao. I remember telling Mr Frager Smith there was to be a trip to Macao. I asked him if he was going and I think I said I would like him to come, but do not remember well. The Acting Attorney General-Is this

was shored up what would happen would

your letter, dated 18th February, which reads as follows :--The time for the Yotsai will suit me | the opium to put it on board

His Lordship said that letter could not be evidence, because it was not written be-

The Acting Attorney General said it was important to have letters read because Mr

His Lordship said Fraser Smith contend-

The Acting Attorney General then hand-

ed two or three letters to Mr Brewer.

have never insured my lie, and I don't practically the same work. I cannot do bed. I found that Mrs Smith had been saved that the engagement was thoroughly inde- them to carry on business under certain great number of ladies of high rank in Rome His Lordship said it seemed to him that know what the insurance people would have half the work I used to do. I am not able and was in another boat. I went and told pendent of anything that Mr Brewer did, conditions. Mr Robinson's case was exactly the same to say about me. The medical attendance to work at night. It was in June, July and him Mrs Fraser Smith was in Jun ranged to go on board. The evidence of certain conditions. Cross-examined. Mr Da Costa did not Mr Brewer on this point therefore was very

> trips. I was naked by Mr Da Costa to go invitation for Mr and Mrs Fraser Smith. on board to see if the boilers and safety- It was agreed that at this stage the

> view to giving a certificate as a passenger | Brewer had tested the boilers and recomsteamer. I adjusted the two lever safety mended them, and he wished to crossvalves. At the engine room door one examine him further as to what state the The Court was then adjourned til to-

THE SEIZURE OF THIRTY-TWO CHESTS OF OPIUM.

Further evidence in connection with this case, in which Kwong Yung Sing was charged with importing epium into the colony without a permit, with moving opium without a permit and with moving or transhipping opium without a permit, was heard by Mr Sercombe Smith in the Police Court to-

Mr Wotton appeared on behalf of the Opium Farmer, Mr Creasy Ewens for the

case on behalf of the defendant. Inspector Matheson said-I am in charge of the Yau-ma-ti Police Station, I was at Yau-ma-ti about 6.30. I saw the Excise to me : I went down to the wharf, with No. 124. I asked for the licence. The master of the cargo boat was not on board. I afterwards got the licence from the master. found on board this boat 32 chests, of opium. I had them removed into the Police the boat. Seven permits were handed They are not for the cargo boat No. 124. The boxes had no gunny bags. The lids were off. I mean to say they were not laid down and had to be nailed down before the boxes were taken out. I do not consider they were in a condition for export. The balls of opium in the box were

By Mr Ewens-I know Chinese opium marks. The boxes had these marks which presume came from the hulk. The eight documents handed in have each the stamps from the Custom House. It was the Excise officer and not the police who seized

Hon. Alfred Lister said-I am Tressurer of this Colony. I have a general an pervision the monetary interests of this Colony n Opium. It is true that when this Ordinance was passed the Opium Farmer gave undertakings to the Government. Cross-examined-I did not institute this prosecution. The Opium Farmer asked

me for advice on a certain section, and I gave him advice as best I could, neither auggesting or dissuading him from prosecu-Re-examined-The Opium Farmer said practice existed of junks going over to the Customs hulk, paying duty and bringing the opium back to the Colony. He asked if

this was permitted by law, and I said it was must irregular and was not contemplated by the Ordinance. The examination of Mr Lister was

this stage adjourned to allow him to obtain advice as to producing documents. Loung Ming, master of the license

cargo-boat No. 124, said the opium was put on board at Victoria and then they went over to the Customs Station. The boxes were battened down at first, but when they went to the Customs Station they were pened. They had no gunnies. It was not the custom to put them on. He was bringing the boxes back to Hongkong. A steam launch came up to their boat close where the European ships are anchored. put in a letter, which is an application a permit for my cargo boat. The clerk at

the office said a permit was not necessary. Cross-examined-He was bringing back junks for which he had got permits. He had done this ever since the Ordinance was Even if they paid duty they could afford lize two army corps for concentration on the opium was seized. Mr Wotten said that, subject to the con-

tinuation of Mr Lister's evidence, his case was finished. The following evidence was then called for the defence :-

Capt. B. M. Rumsey said - I am Superintendent of Imports and Exports. The e permits are signed by me in that capacity. There is a chop on the back of the permits. Mr. Wotton maintained that that was no

nuceria. Having quoted the passage, Mr | picked up Mr Da Costa, whose condition | here produced, stated that the plaintiff hand another iron bar similar to the verti- idea of going with this vessel. The Yotsai the opium is exported from the Colony on case, and give judgment to-morrow at 11 Boinson said he thought it would be just as was very bad. At this time I became weak | would be glad to be informed whether the callone before alluded to. He had it in trial trip was not fixed till the 19th, and I the day mentioned and not brought back. Colock. well that he should give a very brief skotch and giddy from loss of blood. I could not Directors had yet taken into consideration, troduced into a corresponding hole in the think the first letter had reference to the If it is brought back again it must be

out, however, that the retail dealers raised

Mr Ewens-I see the letter is written to there were scarcely any.

I afterwards learned there were two were to change their dress might not have Mr Listor-It was written while the Bill his jubiles next December, and there has was under consideration. We modified the been much talk about the court fetes and Cross-examination continued :- As far as clause in deference to the views of the retail the gifts which it was proposed to present John S. Brewer said-I am Govern- I know, I by my letter of the 19th had traders and those who were interested in to him. Francis Joseph, however, is a ment Marine Surveyor. I was one of the asked Mr Da Costa to invite Mr Fraser | this trade. Not one of these retail traders | monarch whose practices and principles Surveyors of the Board of Trade before Smith. Knowing that I had to adjust the have applied for a licence; and I imagine differ from those of our own royal family. coming to Hongkong. I know the Yotsai valves, I thought it was a nice chance to that they have not done so, because they It has just been officially announced at and was on her on one of the preliminary make up a party, and therefore I asked an found this irregular way of passing out the Vienna that this anniversary should not

document of which Mr Lister gave a sum- dresses of h mage, as has been suggested did so on the 10th February with the The Acting Attorney General said Mr mary should be made public. Mr Lister by several corporations, nor said he should not like the document to be acceptance of gifts, but by works of pracmade public as it was confidential. After tical benevolence, gifts to the poor and some discussion Mr Lister, on being pressed | charitable foundations which will be more by Mr Ewens, said he would not object to after the Emperor's own heart. the document being made public with the The illness of the German Orown Prince exception of the superscription.

> and Imports. I see a permit granting per- a warning against the use of tobacco. As mission to take opium to the Chinese Cus- a matter of fact, the Crown Prince never toms Station. I put the endorsement with smokes a pipe, except when he is camthe object of granting permission to take paigning, and then two pipes a day have opium to the opium hulk and afterwards been his usual allowance. As a rule, he bring it back to the Colony and put it on smokes three mild cigars in a day, or a few board the boat by which it left, and I did | cigarettes. Few Germans are such moderthis for the sake of convenience to the ship- ate smokers as the Crown Prince has per. It was impossible to cheat the always been. The brutal frankness with Government in any way, as I knew, if it did | which the German Crown Prince's illness not leave in the junk intended. It depended has been discussed and the unrestrained on the weather what boat the opium was sent. freedom with which its probable course and Opium Guild, and Mr Webber watched the in to the opium hulk. The Opium Farmer duration have been speculated upon have gave his full consent to the practice. After obliged his attendants to begin to abstain considering the matter, I came to the con- from reading the newspapers to him. clusion that there was no authority in law Political news and other matters are for what I did. The opium permit to specially printed for him, and nothing Officer Chu Tak there. He made a report export purports to be in compliance with bearing on his own case is allowed to the section. I consider that the permit reach his eye. His Imperial Highness has, Sergeant Cameron. I saw there cargo boat did not fail to comply with the schedules in this as well as in all other things, shown annexed to the Ordinance although I added himself the most obedient and conscienthe words referred to. I think I had the tious of patients.

discretionary power to do so. Mr Lister, (recalled by the Magistrate) land shortly after Obristmas, and she will said :- The late manager of the Opium | reside several months at either Bourne-Farmer has recently gone to Penang and mouth or Torquay. She is not very poputhis practice existing and that it was detrimental to his interests and not in accordance with the Ordinance, and he was one of her maids of honor. wished it put a stop to. Had I known. however, that this practice had received

im different advice from what I did. Mr Ewens objected to this statement as t was not evidence, but his Worship took a note of it. Mr Ewens, on behalf of the defence, contended that, although the Opidm Farmer was prosecuting, he had no right personally to do so. The only person who had a right to prosecute was the Superintendent. It was an extraordinary proceeding for Mr Lister to give advice Whether it was admissible or not under the Ordinance to grant permission for boats it was necessary to have any other permit than those which he had got and he was pretence that this opium was brought back into the Colony for any illegal purpose was that their withdrawal could not be con-

He was the first person injured when any breach of the Ordinance was made, and had I resident of the Republic prosecuted on aca right to prosecute just as he would have had anybody struck him. No slackness on blundering son in-law. So the case falls. the part of the Government officer in enforeing the protection of the Farmer would affect his client. Those who brought opium to sell it much cheaper, for they had not to Russian frontier. keep up such a large staff. They would probably sell it about 30% cheaper. There was no evidence that the Opium Karmer himself gave permission for this practice. perintendent's Office that agreed to it. Mr Seth - He was the agent of the Far-

again to sell it.

authority to write that letter for him. The opium to the Customs hulk and do what is tioe. The defendant had been clearly gailresult, however, might be exactly the same necessary afterwards. No complaint was ty of a breach of the Ordinance in taking the if the Acting Attorney General gave Mr made to me before this day of this opium to the hulk in a boat that had Brewer the letter and asked him to refresh being irregular. The prosecution is no permit and bring it back without a pernot instigated by me, I make no charge mit. He would ask His Worship not in against the defendant. The Opium Farmer this instance to inflict a heavy penalty or in has a clerk in my office. I should think any way to touch the opium, but merely to the Opium Farmer knew of this practice. inflict a nominal fine to show that the Opium Mr Brewer (continuing)-I have seen my | Cross-examined. The purple chop has Farmer had really the right he contended letter dated 18th February. I saw Mr been discontinued, principally on account of he had and that the opium owners had not Fraser Smith several times between the this case. I saw there was nothing in the Or- really complied with the Ordinance as they dinner and the trip. This letter does not dinance to wangant it. I do not think it is should have done. Unless the Ordinance seem to have any reference to Macao. At correct. The discontinuance has taken the was carried out precisely to the letter, they Captain Hoyland was picked up. Then we able to go about. [The letter, which was well and In his mivel, but I do not believe it was with an The permit is given on the supposition that His worthin said he would consider the

of the whole campaign, and show the juy stand and had to hang on to the rail to keep or contemplated considering the question port box. I w tehed him and saw he was trial trip in which the boat did not work reported. The permit does not give them ENGLISH AND FOREIGN NEWS AND GOSSIP (From American Puper.) Low on. Dec 18th .- Parnell is on view

> Prince William of Prussia, having been of the Interior without salary, is now about

o goize divorce, the flattering manner in which Maie. Crispi has been received by the stopped, and that Section 4 of the Ordin- Queen of Italy has not produced a favorable was pointed out to her Majesty in a very at the Queen's second reception this season

The Emperor of Austria will celebrate be celebrated by any pompous display such A question arose as to whether the as the reception of deputations and ad-

has been attributed to the fact that he Mr A. Seth said-I am Clerk of Councils | rarely has a pipe out of his mouth, and no and was formerly Superintendent of Exports | doubt his case is being hourly quoted as

The Queen of Sweden is coming to Eng. Stockholm as a bride, the ears of a daughter of a Norwe ian statesman, who

By the way, I hear that during the Sandringham batteries the Prince of Wales any kind of sauction, I should have given was peppered on the nose by a stray shot from a gun of a too reckless guest, whose aim was as wild as that of Mr Winkle on the tragical day at Dingley Dell.

THE LIMOUSIN LETTERS—HOW THE BUE-STITUTION CAME TO BE MADE BY WILSON.

Paris. December 15 .- Now that Wilson has been acquitted, as every one knew he would be, explanation is given of the withdrawal of two letters from the Prefecture without seeing the Superintendent, who of Police which resulted in the overthrow was specially appointed by the Government. of Grevy. It appears that when Limousin's spers were seized, Graruan, Prefect of Police, found two letters there, one from with opium to call at the customs junk, did Wilson. In the first letter it was directly not matter as long as the Government had stated that the President of the Republic granted that permission. It was done also and he were doing their best to have with the consent of the Opium Farmer, who | General Thibaudin promoted, and that alhad hitherto raised no objection. If he though they were not successful as yet, they had any complaint to make now, he should were not discouraged. This letter brought have gone to the Superintendent. The de- threvy directly into the scandal. The Prefendant had gone to the office and asked if | feet of Police took the letters to the Elsyee and showed them to the President. He was very much disgusted and humiliated at told it was not necessary. If the prosecu- the use made of his name by Wilson, and tion was proceeded with, the result would in a fit of impatience threw the letters into be that the Government would have to pay the fire. A few days after the prefect called for what it had authorised to be done. Any at the Elysee to tell the President that Limousin knew these letters by heart and nonsense. Mr Seth said it could not fail cealed. It was then that Grevy himself to be taken away in the right boats without directed his son-in-law to rewrite the letters. the Superintendent knowing of it. It leaving out his name. If it had not been would be very foolish to pay duty on the for the water mark on the paper this subof ium and bring it back into the Colony stitution could not have been proved. As the case stood any prosecution of Wilson Mr Wotton maintained that the Opium would also have involved the prosecution of Farmer had a perfect right to prosecute. Grevy. There are very few Frenchmen who could have wished to see the excount of the indiscretions of his stupid and

MEASURES FOR PROTECTION. Bucharest. Dec. 19.-From semiofficial sources it is learned that in view of the uninto the harbour in this way could easily | certain political situation preparations are get sampans to come to the boat in the quietly being made to meet any sudden middle of the harbour, sell small quantities | emergency, and that the Government will to them and the opium he boiled and act in accord with Austria and Germany.

RESPECT FOR THE PROTESTANTS. London, Dec. 16 .- The Bohemian Diet to-day opposed a motion to congratulate the Pope on his jubilee, on the ground that Mr Lister-It was the clerk in the Su- the Diet represented Protestants as well as

> A FRENCH DUEL Paris, December 16.-M. Edwards. manager Le Mantin, fought a duel with M. Mayer, manager La Lanterne Both duellists were slightly wounded.

THE MARQUIS OF LORNE ILL. London, December 16 .- The Marquis of Lorne is seriously ill with a disease of the

METEOROLOGICAL REGISTER. AT 4 P.M. TO-DAY. Barometer 30.17 Temperature . . . Humidity .

Force . . Weather Hongkony Observatory, Jan. 20, 1888.

Direction of Wind

Maals.

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, YIA OVERLAND RAILWAYS, AND TOUCHING AT YOROHAMA, AND BAN FRANCISCO.

Mil Steamship UITY OF PEKING will be despatched for San Francisco via Yokohama, on SATURDAY, the 21st Proximo, at 3 p.me, taking Passengers and Freight for Japan,

the United States, and Europe. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, vil Overland Railways, to Havana, Trinidad, and Domerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers. First-class Fares granted as follows :-

-To San Francisco \$200.00 To San Francisco and return, 1. available for 6 months ... To Liverpool 333.00 To other European points at proportionate rates. Special reduced rates granted to

Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application. Passengers, who have paid full fare, reembarking at San Francisco for China or Japan (or vice versa) within one year will be

allowed a discount of 10 %. This allowance does not apply to through fares from China and Japan to Europe. Freight will be received on board until 4. p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages

should be marked to address in full; value of same is required. Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices in Scaled Envolopes, addressed to the Collector of Customs at San

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50a, Queen's Road Central. C. D. HARMAN,

Hongkong, December 29, 1887.

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship ABYSSINIA, 3,651 Tons Register, LES, Commander, will be despatched for VAN-COUVER, B.C., via KOBE and YOKO-HAMA, on FRIDAY, the 27th January,

To be followed by S.S. BATAVIA, on the 28th February, and S.S. PARTHIA,

on the 24th March. Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows :--To Vancouver Mex \$160.00 To Victoria and San Francisco 175.00 To all common points in Canada and the United States To Liverpool 300.00 To London

To other European points at proportionato rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application. Consular Invoices to accompany Cargo

destined to points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C. Freight will be received on board until

4 p.m. on the 26th January, 1888. All Parcels must be sent to our Office and should be marked to address in full and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight. ADAMSON, BELL & Co.,

Agents. Hongkong, December 24, 1887.

Occidental & Oriental Steam Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE,

VIA

THE OVERLAND RAILWAYS.

ATLANTIC & OTHER CONNECTING STEAMERS. TTHE Steamship SAN PABLO will be

Yokohama, on WEDNESDAY, the 1st 6.00 A.M. 7.00 A.M. 6.00 A.M. 7.00 A.M. February, at 3 p.m. Connection being made at Yokohama. with Steamers from Shanghai and Japan

at the Company's Office, until 5 p.m. the 2.20 , 3.00 , 2.30 , day previous to sailing. First-class Fares granted as follows:— To San Francisco\$200.00 To San Francisco and return, 350.00

available for 6 months ... To Liverpool 333.00 To London 338.00 To other European points at proportion-

ate rates. Special reduced rates granted to and Friday, on account of coaling. Officers of the Army, Navy, Oivil Service and the Imperial Chinese Customs, to be adhered to, except under unavoidable cirobtained on application.

embarking at San Francisco for China or Japan (or vice tersa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe. Consular Invoices to accompany Cargo destined to points beyond San Francisco.

in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco. * For further information as to Freight CHINA MAIL-Every Day. or Passage, apply to the Agency of the Company, No. 504, Queen's Road Central. C. D. HARMAN,

Agent. Hongkong, January 10, 1888.

NORDDEUTSCHER LLOYD. NOTICE.

Mails.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ. PORT SAID. BRINDISL GENOA ANTWERP, BREMEN & HAMBURG PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;

LONDON, NEW YORK, BOSTON. BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

.B.—Cargo can be taken on through Bills of Lading for the principal places in

N MONDAY, the 23rd day of January, U 1888, at 4 p.m., the Company's Steamship NECKAR. Captain SUPMER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above,

culling at GENOA. Shipping Orders will be granted ti Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 22nd January. (Parcels are not to be sent on board; they must be left at the Adescy's Office). Contents and Value of Packages are required. The Steamer has splendid Accommodation

and carries a Doctor and Stewardess.

MELOHERS & Co., Agents.

Hougkong, December 27, 1887.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

PAQUEBOTS POSTE FRANÇAIS. STEAM FOR SATAVIA

COLOMBO, PONDICHERRY, MADRAS, CALCUTTA; ADEN, SUEZ PORT SAID: MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA MARSEILLES, AND PORTS

OF BRAZIL, AND LA PLATA LONDON, HAVRE, BORDEAUX DUNKIRK AND ANTWERP.

IN WEDNESDAY, the 25th January, 1881, at Noon, the Company's Steamship DJEMNAH, Commandant VAQUIER. with MAILS, PASSENGERS, SPECIE. and CARGO, will leave this Port for the thore places.

cepted in transit through Marsoilles for the

principal places of Europe. Shipping Orders will be granted until Oargo will be received on board until 4 the present issue will hold favourable if not

p.m., Specie and Parcels until 3 p.m. on advantageous comparison, with preceding the 24th January, 1888. (Parcels are not to be sent on board; they must be left at the Agoncy's Office. Contents and value of Packages are re-

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Hongkong, January 12, 1888.

Intimations.

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WINTER TIME TABLE. THE KOWLOON FERRY.

STEAM-LAUNCH MORNING STAR

Runs Darly as a FERRY BOAT between Peddar's Wharf and Tsim-Tsa-Tsui at the following hours :- This Time Table will take effect from the 17rm Ocronze, 1887. WEEK DAYS.

despatched for San Francisco, via Leaves K'loon, Leaves H.K. Leaves K'loon, Leaves H.K. 9.40 , 10.15* , 10.30 , 10.45 10.30* , 12.30 P.M. 11.00 , address in full; and same will be received \ 1.30 ,, 2.00 ,, 1.30 , 6.00 6.45

* There will be no Launch on Monday The above Time Table will be strictly cumstances. In case of stress of weather. Passengers, who have paid full fare, re- due notice will be given of any stoppages.

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PUBLISHED BI-MONTHLY

TENTH YEAR.

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The Raview department receives special attention; and endeavours are made to present a careful and concise record of Literature on China sto, and to give critiques embodying sketches of the Most recent works on such topics. Authors and Publishers are requested to forward works to Editor. China Review, care of China Mail Office.

The Notes and Queries are still continued and form an important means of obtaining from and diffusing among students knowledge on obscure points. The Correspondents' column also affords

farther and greater facilities for the interchange of views and discussion of various Original contributions in Chinese, Latin, or any of the Modern Languages are recaived. The papers are contributed by the

mombers of the various Consular, the Iniperial Customs, and Hougkong Services, and also by the Missionary bodies umongst whom a high degree of Chinese scholarship is assiduously cultivated. Amongst the regular contributors are Drs. Cludmers, Eitel, Brotschneider, and Hirth, Professor Legge, and Messra Balfour, Watters, Stent, Phillips, MacIntyre, Groot, Jamieson, Faber, Kopsch, Parker, Playfair, Giles, Piton, and Taylor, -all well-known names, indicative of sound scholarship and thorough mastery of their subject. The Subscription is fixed at \$6.50 per

annum, postage included - payable in ad-Orders for binding volumes will be promptly attended to; Address, Managor, China Mail Office.

OPINIONS OF THE PRESS.

'All our learned societies should sub-Cargo and Specie will be registered for scribe to this scholarly and enterprising Re-London as well as for Marseilles, and ac- view. - Northern Christian Advocate (U.S.) . The China Review * * * * has an excollent table of contents.'-Celestial Empire. The Publication always contains subjects of interest to sojourners in the Far East and

> numbers. - Celestial Empire. 'This number contains several articles of interest and value. '-North-China Herald. The China Review for September-October fully maintains the high standard excellence which characterises that publiinteresting and readable number. Mereorologists will find an interesting and valuable contribution by Dr. Fritsche, on "the Amount of Precipitation (Rain and Snow) of Peking," showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. "Notes on the Dutch Occupation of Formosa," by Mr. Geo. Phillips, contains some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of "The Divice Classic of Nan-Hua," and the Notes and Queries are as usual very interesting.'-North-China

Daily News. 'A substantial and reliable Review which all students of China and the Chinese would do well to patronise. - Chrysanthemum. The November-December number of the China Review contains less variety than asual, but the few articles are very interesting. The opening paper by Mr Herbert A. Giles on "The New Testament in Chinese" treats of a question that must necessarily be of great importance in the eyes of all missionaries. Mr E. H. Parker's "Short Journeys in Szechuen" are continued, and a goodly instalment of these travels in the interior of China is given. Mr F. H. Balfour contributes a paper of some length entitled "The Emperor Cheng, founder of the Chinese Empire," which will be read with gonuine interest by students of Chinese history, A few short notices of New Bocks and a number of Notes and Queries, one of which "On Chinese Catha in Western Borneo and Java" might appropriately have been placed under a separate heading, complete

the number. -H.K. Daily Press.

Trubner's Oriental Record contains the following notice of the China Reviews-The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the Calcutta Review. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of informstion, rendering some such channel of publicity as is now provided extramely desir- Aspic able; and contributions of much interest Aurora may fairly be looked or from the members Bismarck of the foreign consular services, the Chinese B'tholomeu Dias Customs' corps, and the missionary body, Bobre All Parcel Packages should be marked to 12.45 P.M. 1.00 ,, 12.30 P.M. 1.00 P.M. among whom a high degree of Chinese Brooklyn scholarship is now assiduously cultivated, Carola 3.00 , and who are severally represented in the first Comete. number of the Review by Papers highly Dmitry Donakov creditable to their respective authors ... Essex Some translations from Chinese novels and Iltia plays are marked by both accuracy and fresh- Jaguar ness of style; and an account of the career of Lutin the Chinese post-statesman of the eleventh Marion century, Su Tung-p'o, by Mr. E. C. Bowra, Monocary is not only historically valuable, but is also Mordj distinguished by its literary grace. Beside Nautilus notices of new books relating to China and Nayezdink the East, which will be a useful feature of Omaha the Review if carried out with punctuality Palos and detail, we are glad to notice that Parseval 'Notes and Queries are destined to Pluvier find a place in its pages also. It is to be Primarquet hoped that this opening for contributions Rapido on Chinese subjects may evoke a similar Rio Lima degree of literary seal to that which was Rynda displayed during the lifetime of its prede Sivotch cessor in the field, and that the China Review Sobol

Mr. Andrew Wind.

NEWS AGENT, &C. 21, PARK ROW, NEW YORK; is Voltock authorized to receive Subscriptions Wolf Advertisements, &c., for the China Mail. Overland China Mari, and China Review. Zaire

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven becricus, on neacing at

Green Island. Vessels near the Hongkong shore are marked have the Kowloong shore hand like tody of the Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

7. From Naval Yard to Blue Buildings. 1. From Green Island to the Gas Works. 2. From Gas Works to Jardine's Wharf. 8. From Blue Buildings to East Point. 3. From Jardine's Wharf to the Harbour Master's Offico. 9. From Kellett's Island to North Point. 4. From Harbour Muster's to the P. and O. Co.'s Office. 10. Kowloon Wharves.

5. From P. and O. Co.'s Office to Peddar's Whari. 11. Jardine's Wharf. 6: From Peddar's Wharf to the Naval Ward. Date of Vessel's Name. Captain. Consignces or Agents. Destination. Remarks. Steamers Laid up For sale 22nd inst. San Francisco To-morrow Manila K'loon Dock 17 Mitsui Bussan Kaisha London, &c. To-day For sale . 3 h Phillips Brit. str. 862 Jan. 19 Yuen Fat Hong Swatow & Bangkok 24th inst. Shanghai K'loon Dock Shanghai To-morrow 20 Douglas Steamship Co. Coast Ports

Carisbrooke 3 c Cass Brit. str. 973 Jan. 18 Morris & Ray City of Peking 5 c Dearborn Amer. str. 5079 Jan. 9 P. M. S. S. Co. Diamante McCaslin Brit. str. 514 Jan. Fushiki Maru 5 c Thompson Japan. str. 1219 Jan. General Werder 10 Schuci mann ... Ger. str. 1 20 Jan. Ilissus...... 6 k Roura Fren. str. 779 Sept. 19 Bon Bin Chan Jacob Christensen ... 8 c Bjerck........... Nor. str. 1109 Jan. 6 Mitsui Bussan Kaisha Kutsang Jackson Brit. str. 1495 Jan. 13 Jardine, Matheson & Co. Kwang Lee 3 h Andrew Chi. str. 1508 Jan. 19 C. M. S. N. Co. Namon 5 h Goddard Brit, str. 826 Jan. Ningpo Schulz Brit. str. 761 Jan. 13 Siemssen & Co. Shanghai K'loon Dock Norden 3 c Davidsen Dan str. Saigon To-day Octa...... 5 c Duff...... Brit. str. 1104 Jan. 15 Adamson, Bell & Co. Pilot Fish 6 h Stopani Brit, tug. 161 Sept. 27 H. K. & W. Dock Co. San Francisco For sale Soochow 5 c Harris Brit. str. 1000 Jan. 19 Butterfield & Swire Tannadice 5 c Craig Brit. str. 1:08 Jan. Sydney, &c. Teviot i c Corckindale ... Brit. str. 134 / Jan. Thyra 6 c Jacobsen Ger. atr. 664 Jan. To-morro Tsinan...... 5 c Allison Brit. str. 1459 Jan. Sydney, &c. To-day To-day Salling Vessels Alden Besse 3 c O'Brien Amer. bqe. 812 Dec. 4 Melchers & Co. San Francisco Allie Rowe 6 k Phillips Haw. bg. Laid up Bandaneira 5 k Ahrens Brit. sh. 1862 Dec. San Francisco Bua Pan...... 3 c Koch Siam. bge. 574 Jan. Charon Wattana 2 c Ulrich Siam. bge. Coloma 3 c Noyes Amer. bge. Hamburg 15 Gonsalves & Co. Figaro...... 3 k Heinzel Ger. boe. 1007 Jan. 9 Melchers & Co. Hattie N. Bangs 3 c Bangs Am. botin. 542 Dec. John D. Brewer 9 cJosselyn Amer. bge. 1020 Jan. John M. Blaikie 3 c Faulkner Brit. sh. 1778 Oct. New York Kitty 6 k Laird Brit. bge. Marianne 5 c Vialla Fren. bqe. 469 Jan. Mary L. Cushing 9 c Brown Amer. sh. 1595 Dec. Mount Lebanon 6 k Nelson Amer. bge. 530 Dec. 29 Arnhold, Karberg & Co. Laid up 14 Adamson, Bell & Co. Rialto 4 k Payne Brit. bqe. 1182 Jan. Santa Filomena...... 3 k Mendiguren ... Span. sch. Sebastian Bach Schneider Ger. bqe. Tarapaca...... 1 c McArthur Brit. bge. 494 Jan. 11 Gibb, Lavingston & Co. tation, and altogether forms a very Walter Siegfried 3 c Lawrence Brit. boe. 394 Dec. 17 Chinese

Her Britammic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Alacrity	despatch-vessel	1400		3180	Com. R. Blair Maconochie	Hongkong
Audacious*	twin-screw battle-ship	6010	10	4330	Capt. Robert Hastings Harris	Hongkong
Oockchafer	gunboat 2nd class	465	4	470	LieutCom. H. H. Botoler	Canton
Constance	cruiser 3rd class	2380	14	2590	Capt. L. C. Keppel	Hongkong
Cordelia	cruiser 3 d class	2380	10	1420	Captain Henry H. Boys	Hongkong
Rsk	g-bt. 3rd class coast defence	860	3	340		In reserve
Espoir	gunboat 2nd clas	465	4	470	Lieut Com. H. R. Adams	8hanghai
Firebrand	gunboat 2nd class	455	4	460	Lieut. Com. Denison	Hongkong
Heroins	cruiser 3rd class	1420	8	1470	Captain Ches. J. Balfour	Whampoa
Leander	cruiser 2nd class	3750	10	5000	Captain M. J. Dunlop	Nagasaki
Linnet	gun-vesse 2nd class	756	6	1050	Commander W. Marrack	Koba
Morlin	gunboat 2nd class	430	4	430	Lieut Com. W. M. Maturin	Tientsin
Mutine	sloop	1200	10	1120	Commander J. H. Martin	Singapore
Orion	battle ship 3 class armoure d	4870	4	4040	Captain T. H. Royse	Bingapore
Rambler	surveying vessel	830	3	690	Commander W. U. Moore	On a cruise
Rattler	gunboat 1st class	670	6	1200	Lieut, Com. W. Maitl. Dougall.	Hongkong
Sapphire	cruiser 3rd elasa	1970	12	2360	Oaptain W. O. Karsluke	Shanghai
Satellite	cruiser 3rd class	1420	8	1400	Captain Arthur L. Alington	Negasaki
Bolent .	torpedo mining launch	150				Hongkong
Swift	gnu-vesse 2 d class	756	5	1010	Commander A. O. B. Bromley	Hongkong
Tweed	g-bt. 3rd class coast defence	360	3	240		In reserve
Victor Emanuel	seceiving ship	-5157	14	72 2 2	Commodore Maxwell, A.D.C.	Hongkong
Wanderer	goofe	925	4	750	Commander Geo. Giffard	Hongkong
Wiverp	coast defenceship armoured	2750	4	1450		Hongkong

* Flagship of Admiral Sir R. Vesey Hamilton, K.O.B. Commander-in-Chief.

For H. B. M. Ships tonuage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name. Tons. Guns. Flag and Rig. Captain. Where at. Russian gunboat Captain Parenego Nagasaki 1908 Spanish cruiser Captain D. E. Zulnaga Manila French gunboat Commander Rupe = = 14 1430 Austro-Hungarian cruiser Captain Franz Muller Whampoa 2800 German cruiser Captain Kuhn Macao Portugueso corvette Capt. da Costa Cabrel Hongkong 1100 Russian cruiser Nagsbaki Captain Mensch:coff U. S frigate 3900 Flagship of Admiral Chandler Kobe German cruiser Captain Aschmann Hongkong French gunboat 475 Lieut.-Commander Mariel Haiphong Nagosaki Russian frigate Captain N. Scrydloff U. S. corvette Kobe 1375 Commander Jewell German gunboat Captain Eickstedt 2 Hongkong 270 French gunboat Lieut. Commander Foust 445 Haiphong. French gunboat 425 Heiphong Chelmulpo -485 Captain Neny U. S. corvette 1900 Commander Merrill Miller 1370 1470 U. S. sloop Commander H. Glass Yokohama Russian gunboat Commander Moltsoff 455 Corea. German gun-vessel 755 Zanziber Captain von Hoven Russian cruiser 1330 Captain Zarine 250 Nagasaki U. S. corvette 2400 Capt Courtis 1150 12 Corea U. S. cumbont 420 600 Lieut Com. Thomas Nelson Yokohama : French gunboat Captain M. Foret On a q uise French gunboat 540. Haiphing Lieut. Commander Poidloue French cruiser 15 5 Captain Buge Captain F. Cravcaia 2200 2270 Wohn Italian cruiser 1458 Kobe Portuguese gunboat Captain Raphael d'Andrade Macao 3000 Captain Th. Avellan Russian cruiser Manila Russian cruiser Commander Sucurieff Corea Russian gunboat Commander Boyle 60. may receive the support necessary to insure Sophie German gruiser. Captuin Cochair Hongkong Portuguese gun boat Tamega Commander P. I. Gouveis 610 Macao Portuguese gunbost Tejo Lieut Com. C. R. Caminha 100 Macao French frigate 5880 4250 Captain Juge Turenne Nagazaki Vestnik Russian corvette 1330 Captain Lang Nagasaki French gunboat Capt. de Maroller Vipere 480 Yokobama Russian corvette Captain Makaroff Negnenki Commander Mulchonsky Russian gumboat Viscircatock German gunboat Cartain Josselike Kobe Portuguese gunboat Lient.-Com. C. M. P. Vianna Macko

SHIPPING IN CHINA, JAPAN PHILIPPINES, AND SIAM

WATERS. WHAMPOA. Flag & Rig. Brit. str. Shanghai Brit. str.

Brit. str. Xiksang. AMOY. In port on January 14, 1888. MERCHANT STRAMERS.

British

C. H. Kian British MERCHANT SAILING VESSELS. Ger. bgo. Archos Brit. bge. Daniel Ger. bqc. J. Kremer Gor. sch Dan. sch. Brit. sch. Mercur. Meridian Siam, bg. FOOCHOW.

In port on January 17, 1867. MERCHANT STEAMERS. Haiphong British British Namoa: MERCHANT SAILING VESSELS. Sin Kolga Brit. bge.

Brit. bgo. SHANGHAI. In port on January 13, 1888. MEDOBANT STEAMBHS.

German Chefuo British British Djemnah French British El Dorado Feechow Chinese Fungshun Chinese Chinese L'uyew : British Glencoe Chinese Hae-an Tientsin Hae shin Chinese Hac-ting Chineso Hankow, co. Hector British Hideyoshi Maru Japanese Kuchinotzu British Kinng-foo Chinese. Kiang-piau Chinese

Chineso

British

Kwongsang British Wenchow Loesang Nanzing British British Nockar German Newchwang British British Pekin Peking British Hongkong Reshawur British Sinn-cheng French Store Nordiske Danish British Tokio Maru Japaneso Kobe Too-nan Chinese Wuchang British Yehsin . Chinese Yuen Wo British

Kiang-yung

Kung-wo

MEBUHANT SAILING VESSELS, Brit. bqe. Inglo-India Chihaya Maru Japan bq. Amer. sh. F. H. Drows Brit. sch. KumasakaMaru Japan. bue. Brit. bqe. Sin Kolga Brit. bge. Norw. bge.

TIENTSIN. In Port on December 17, 1887. Gor. bge. Brit. bge. Basuto Brit. bue. Norw, sch. W. Siegfried Brit, bqe.

NAGASAKI In port on Jahnary 11, 1888. Kozaki Maro Japan, bqe. Polar Star Rus. sch.

HIOGO. In port on January 9, 1888. Macedon Brit.

In port on January 6, 1888. amer. sch Christian Ger. Amer. sch. Fearless Ger. cut. McLaurin Am. sh. Brit. sch. Nemo

YOKOHAMA

Br. 3m. seh. St James Amer. bge. MANILA. In port on January 7, 1888. Brit. sh. New York Austriana Benj. F. Hunt Amor. boo. United States Norw.

Defensor Drumeltan Brit. E. Marie Norw. bgs. Enrique Span. bqe. Formosa Brit. sh. Brit, sh, F. B. Tayler Harvard Amer, bge. Hedvig Brit. bge. Brit. sh. Herat Jabez Howes Amer. sh. Kalakaua Haii. bqe. Mary A. Troop Brit. bije. Mary L. Stone Amer. sh Nagpore Brit. su. Nomad Amer, bqe. Obed Baxter Amer. bge. Ger. bqc. Pacifica Brit. bge. Penshaw Brit. bge. Strartumia BANGKOK. In port on December 26, 1887. Norw, bgo. Siam, 8 sc. Caroline Brit. bge. Doretta

Siam, seh. Swed, boe. Doris ' Brit. bg. . Siam, bqe. Foodhow Formica Norw. bge. Heichong Brit. bge, Hermann Ger. bgo. Ho Guan Dut sch. Kim Chye Sang Siam, bue Nicol no O. P. Olsen Ital. bga-Nor. bqe. Quoenof Rugland Sigus al. Young Slam Slam, bes

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